The Raleigh Tribune.

DAILY

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THE TRIBUNE IS REPUBLICAN, BUT IT IS THE PEOPLE'S PAPER.

THE PACIFIC RAILROAD

The Nicaragua Canal Bill and Spanish Warship.

CAMERON'S JOINT RESOLUTION

PROVIDING FOR DELEGATES TO AN INTERNATIONAL

Monetary Conference—Eulogies on the Late Representative Cogswell—Sell Forfeited Opium to the Highest Bidder.

Washington, D. C., Feb. 6.—Another installment of the speech of Senator Thurston (Rep., Neb.) on his colleague's resolution designed to prevent the judicial sale of the Union Pacific Railroad property, occupied the time of the Senate up to 2 p. m. today. His summary of the case today was that if the Government were to become the owner of the Union Pacific line it would have to pay for it in cash fifty million dollars; to pay fifteen or twenty millions for the terminals, and to forego the twenty-nine millions net which it could now receive for its claim.

The Nicaragua canal bill was allowed to go over informally in order to pass bills on the calender that were objected to. Some fi teen were passed. Among them were the following:

Senate bill, appropriating $86,000 for the relief of the Mobile Marine Dock Company.

Senate bill, conveying to Rafael Seguro, of Iberia Parish, La., the United States title to certain lands in that parish.

Resolution (offered by Mr. Morgan), relating to the capture of the Competitor by a Spanish ship of war. It requests the President to communicate to the Senate all the facts and proceedings.

When Senator Cameron's joint resolution recognizing the independence of Cuba was reached, Senator Hill, who was in the chair, remarked facetiously that in the absence of objection it would be considered as passed. The objection then came; and a motion was made by Mr. Morgan (Dem., Ala.) to proceed to its consideration notwithstanding the objection. As that motion, however, was in contravention of the agreement under which the Senate was acting, the motion was withdrawn—Mr. Morgan stating that he would make an effort to get action upon the joint resolution whenever the opportunity offered.

The day's session closed with the delivery of eulogies on the late Representative Cogswell, of Massachusetts, who died in May, 1895; and at 4 p. m. the Senate adjourned until Monday.

The House Committee on coinage, weights and measures today began the consideration of the Senate bill providing for the appointment of delegates to an international monetary conference to be called in the future. Senator Chandler made a brief argument in support of the Senate bill and was followed by Mr. Newlands, who said that the bimetallists of this country were in favor of restoring the value of silver, and if it could not be done by national methods they were willing to do it by international means. There had already been four international conferences, but they had been mere debating societies and had accomplished nothing, and he was afraid that if another was held the result would be the same. The delegates to these conferences generally went without authority to commit the countries they represented, and consequently no result was obtained. In his opinion the matter could be settled or adjusted by diplomatic correspondence.

The committee adjourned without action and will probably give further hearings before taking any.

The House today, in Committee of the Whole, concluded consideration of the bill making appropriations for the expenses of the District of Columbia for the year ending June 30, 1898, and then passed it. But few amendments, and those unimportant, were made in it.

The bill to amend the Wilson tariff act, so as to permit the treasury officials to sell forfeited opium to the highest bidder, and not require them to secure the amount of the duty, $10 a pound, was passed.

At 2:45 o'clock the House adjourned.

GENERAL WEYLER SPEAKS.

Says that the Reforms "Depend Upon the Triumph of the Spanish Arms."

Havana, Feb. 6.—When Captain-General Weyler reached the outskirts of the city of Santa Clara, where he has arrived, a delegation of the prominent residents of the city went out to receive him, and presented him with an address. General Weyler replied to the address, and among other things said:

"I am disposed to finish the rebellion at once in the Santa Clara province. Those speaking about reforms must know that the government has promised them, and given the subject thorough study, but the establishment of these reforms depend upon the triumph of the Spanish arms."

Illness of John Randolph Tucker.

Lexington, Va., Feb. 5.—Hon. John Randolph Tucker has been very sick since yesterday morning and his condition is reported as being very unfavorable tonight.

A FATAL BLOW TO THE POPULIST PARTY

UNLESS BUTLER IS CHOKED OFF—PROPOSES TO CARRY THE WAR INTO THE SENATE. WHICH MAY PROVOKE PERSONAL VIOLENCE.

Butler Says Colonel Andrews Must Be Eliminated as a Political Factor—Butler's Leadership of the Democratic Party—Andrews Must Be Annihilated and the Lease Annulled—The Republican Congressional Delegation is Against the Russell Bill.

Special to THE TRIBUNE.

WASHINGTON, D. C.—10.18 P. M.—Feb. 6.

It is the opinion of leading Populists here that the factional war in the Populist party in North Carolina must end at once. Influences are at work to bring this about. A leading western Populist Congressman said today: "Butler is whipped, and unless it is his purpose to wreck the party in North Carolina, and, by virtue of his position as Chairman of the National Populist Committee, demoralize the national organization, he will submit to the yoke. This thing can't go any further without fatal results to the Populist party." This statement was made to THE TRIBUNE representative today, and it was suggested by Senator Butler's declared purpose to carry the war into the Senate. It is understood that he is preparing a sensational speech, which will make harmony in the Populist party an impossibility, and which may provoke personal violence. Since his return from Raleigh he has been very much to himself, and imagines, it is said, that some heroic and dramatic finale to the late Senatorial contention in the State is an imperative public duty.

It is very certain that a reiteration of his newspaper charges, in the Senate, will be met. In that forum unsupported statements are discredited and slander means only ignominous contempt. Senator Butler positively denies that he has expressed any doubt about the passage of the bill to annul the North Carolina Railroad lease. It must pass, and Col. Andrews, who has so long been connected with the railroad interests in the State, must, he says, be eliminated as a political factor in State politics. Andrews destroyed, he will have paralyzed, he thinks, the brains and life of the Democratic party in the State. The first step in Democratic reform (under Butler's leadership) is the annihilation of Andrews. The lease question, Butler says, is the rock on which the Democratic party in the State must go to pieces. Silver has been tried, he says, and that won't do, and if "the corporation issue," inspired and supported, it is said, by rival corporation influences, will not split the party, then the undertaking is hopeless and vindicates the dead Vance when he said it was "immortal." The feeling among the Republican members of the Congressional delegation is against the Russell bill, because, as stated by one of them, North Carolina will be the leading industrial State in the South under the new tariff law, and whatever tends to frighten capital from the State, to say nothing of strictly business considerations, will be disastrous to the State. "One half million dollars of outside capital, said Representative Pearson, will go into one county in the State, to my personal knowledge, under contemplated Republican tariff duties unless frightened away by revolutionary State legislation. The State must observe its obligations. If the new lease of the North Carolina Railroad is unwise, or even indispensible, it has been consummated in legal form, and good faith demands State acquiescence."

Mr. Skinner will not go to Raleigh tonight. He is absolutely certain, he says, that the railroad will go through by a decided majority. He has not met Senator Butler since his return to Washington, but the peace-makers are actively employed in bringing about a reconciliation and "white-winged peace" is almost in sight.

J. B. H

TWO SAD CASUALTIES.

Small Boy Drowned and a Well Known Citizen Dead.

Special to THE TRIBUNE.

Winston, N. C, Feb. 6.—The 6 year-old son of George Bolin was drowned today while attempting to cross Salem creek. He fell from the foot log and his body floated off down the stream and has not yet been recovered.

E O Noe, a former real estate agent, died here today, aged 50 years.

A joint meeting of the Chamber of Commerce and Merchants' and Traders' Union and Tobacco Board of Trade was held in the Chamber of Commerce rooms last evening.

Resolutions were passed favoring the "Loud bill" now before Congress and ne-cent postage.

The question of the telephone lines now in operation here was fully discussed, and representatives of both the Bell and the Interstate companies came before the meeting and made propositions for using one system instead of two. Resolutions were passed requesting our citizens to patronize the Interstate Company and to request the Western Union Telegraph Company and the Southern Express Company to put in Interstate phones for the convenience of our citizens.

Reports were made concerning the present status of the public building bill, and A. E Holton and R B. Glenn were appointed a committee to see the Attorney General and to do everything possible to secure the passage of the bill.

The Secretary reported great interest in this community from abroad, and read letters concerning large industries to be established here.

A resolution was passed requesting the president of the three bodies represented to appoint a man from each body to issue a hand book describing our section and giving information about the city.

The members of the organization were requested to consult with the committee from the Board of Aldermen about some proposed amendments to the city charter.

It was noted with pleasure that the cities are growing rapidly and that the prospect for the future is fine.

The lease of the North Carolina Railroad was discussed by several members, all of whom opposed the bill now before the Legislature. Some, however, were opposed to the lease, and resolutions were adopted accordingly.

The gentlemen composing these boards are determined that Winston Salem shall continue to be the best city in the State and will exert every influence for its rapid growth and development.

To Count the Electoral Vote.

Washington, D. C., Feb. 6.—Senators Blackburn (Dem., Ky.) and Lodge (Rep., Mass.) have been appointed by the vice-president as tellers to officiate next Wednesday in the counting of the electoral votes.

The Boys are Tired of It.

Hamburg, Feb. 6.—Sixty-five per cent. of the striking dock laborers voted in favor of resuming work—the remaining 35 per cent. voting favorable to continuing the strike.

GETTING DOWN TO BUSINESS

PRESIDENT ALEXANDER AND DIRECTORS OF THE N. C. R. R. MEMORIALIZE THE LEGISLATURE.

Demand an Investigation by a Legislative Committee of the Serious Charges of Fraud in Law and Morals Made by Governor Russell.

To the President of the Senate and Speaker of the House of Representatives and Members of the General Assembly of the State of North Carolina.

In the message of his Excellency, Governor Daniel L. Russell, transmitted and read to your Honorable Bodies on Friday, February 5, 1897, there is contained the following letter from R. C. Hoffman, President of the Seaboard Air Line System, to-wit:

SEABOARD AIR LINE SYSTEM, Baltimore, Md., February 2, 1897.

To His Excellency, the Hon. D. L. Russell, Raleigh, N. C.

SIR: I beg to acknowledge receipt of your esteemed favor of the 20th concerning the probable nullification of the existing lease of the North Carolina Railroad, and suggesting that in this event you would like our company to submit a bid for a twenty-year lease of this line.

Permit me to say it is most gratifying to receive assurances from you of the likelihood of our being allowed to participate upon an equal footing with competing lines in submitting a bid for the operation of the State's property, a privilege not heretofore accorded us, although we have heretofore been, as we are today, prepared to submit a bid, which is an advance on the amount paid by its present lessees, and a figure more consistent with its value to the owners of the stock and the tax payers of your State.

In the event of the present lease being annulled, I beg to say that our company would be willing to lease the property in its entirety upon a basis of the legislation now proposed, at an annual rental of four hundred thousand dollars, which you will note is equivalent to ten per cent. upon a capital stock of four million dollars.

I beg to say in this connection that under favorable conditions the North Carolina Railroad would prove a valuable adjunct to the Seaboard Air Line, not only resulting in accrued benefits to the latter company, but affording the people of North Carolina that competition which is most essential to the upbuilding of any State or community.

It has been the policy of our company to court legitimate competition with other transportation companies, rather than to discourage it, feeling assured that if the same laws are enacted to one, as of the other, and the same privileges afforded, we can successfully maintain ourselves and at the same time satisfactorily serve the public as a common carrier. Should we acquire control of the North Carolina Railraad, there would be no hesitancy on our part in agreeing to handle the trains of our competitor, its present lessee, over such portions of the line as desired, upon payment of trackage charges not in excess of amounts paid out by them, to other lines in this section for similar accommodations, or upon such terms as are usual in such cases.

It might be out of place for me at this time to go into details as to the salutary effect the operation of the North Carolina Railroad by the Seaboard Air Line would have upon commerce throughout the section it traverses. I beg, however, to thank you for your communication, and hope that conditions will make it possible for you to give favorable consideration to the terms suggested above, the further details of which I shall be glad to discuss, by letter or otherwise, as may suit your convenience.

With great respect, I have the honor to subscribe myself,

Yours very sincerely, (Signed) R. C. HOFFMAN, President.

And upon this letter of Mr. Hoffman, his Excellency makes the following comments, viz.:

"Not until now, so far as I am aware, has it been alleged by responsible parties that the Trustees of the State actually attempted to make what is substantially a sale of its property at a price less than was offered by responsible bidders.

"If this assertion be true, then the transaction is not only void in equity but fraudulent in law and morals. If this allegation be sustained by the proofs the courts of equity would nullify this ninety-nine year lease on the ground of palpable and flagrant fraud. Any director or other trustees who would sell or lease property belonging to his fiduciaries when he knew that he should get a better price would be rebuked and removed and the transaction itself vitiated by the equity courts."

Memorial.

"The Trustees of the State" and directors of the North Carolina Railroad who took part in the making of the lease alluded to, expressly and emphatically denying the truth of the statement thus made, respectfully memorialize your honorable bodies and petition and demand that the matter involved in this serious charge be investigated by your honorable body through a proper committee, with full power to send for persons and papers, to the end that the truth of the charges made may be fully inquired into, and a full and fair investigation of all matters connected with the lease be made.

Respectfully,

S. B. ALEXANDER,
President N. C. R. R. Co.

Lee S. Overman, Jno. P. Ellison, T. J. Young, V. E. Turner, W. C. Maxwell, C. W. Johnston, R. F. Hoke, H. W. Fries, Directors.

ARRESTED FOR ARSON.

J. L. Graham Declares that He is Maliciously Persecuted.

Yesterday morning the office of Superintendent of Public Instruction Mebane was treated to a sensational surprise, when Deputy Sheriff Rivers entered the office and arrested Mr. J. L. Graham, chief clerk of Mr. Mebane, on a charge of arson upon a warrant from Newton, Catawba county. The warrant states that Mr. Graham is accused of burning his own house which was insured for the sum of $700 in two insurance companies.

Mr. Graham stands high in Raleigh, where he has recently moved and taken his position with Mr. Mebane. He was one of the best known young men in Newton, where he has a host of friends. He is a graduate of Catawba College, and is married to the daughter of Mr. Jas. Brown, a wealthy cotton man of Newton. When arrested yesterday morning Mr. Graham appeared very much surprised, and said that his arrest was a case of malicious persecution. Mr. J. L. Graham, the young man arrested, was interviewed by a TRIBUNE man yesterday, and said:

"I was indeed surprised at my arrest this morning charged with burning my own house and I am perfectly innocent of the charge, a fact that I will prove quickly. I am accused of setting fire to my house at Newton, which was burned on March 5th last. On the evening of March 5th, my wife and myself left home on the Western Northern Railroad at 6 o'clock, to visit my mother in Rowan county, and my house burned at 8 o'clock on the same night. The first information I had of the fire was a telegram from C. H Mebane on March 6th, stating that my house had burned the preceding night. Immediately after receiving this message, which I received at China Grove, I left on a freight train for Newton and when I arrived there I found my house in ashes. The house was insured for $700. $200 in the Phœnix, of Hartford, and $500 in the Carolina, of Wilmington. The former company paid their claim promptly, but the Carolina Company refused to pay my claim, claiming that the papers were not properly made out.

"This case against me is one of political persecution and I am entirely innocent of the charge, and I can fully prove it when the case comes to trial. The charge of arson was made by Wm. McHollind, a person who is unknown to me.

"I was, up to the time of the recent campaign, a Democrat, and changed my politics to Republican and worked hard in the interests of the Republican party, that is what causes this persecution."

Mr. Graham was taken to Newton yesterday afternoon by Deputy Rivers. Before leaving town he made arrangements by wire for an immediate hearing before a magistrate at Newton, and prepared papers for a $5,000 bond.

Mr. Mebane, who is Superintendent of Public Instruction, said to a TRIBUNE man: "Mr. Graham is innocent of the charge, which is a malicious case of political persecution. He will have no trouble in proving his innocence to the satisfaction of all concerned when his case is tried."

The Pope Is In Good Health, Thank You.

Rome, Feb. 6.—It is announced from the Vatican that the Pope is in good health and will attend a requiem mass in commemoration of Pope Pius on Monday.

BATTLESHIP INDIANA

Not Delayed by Accident but by Excessive Precaution.

HER COMMANDING OFFICERS CAREFUL

WOULD RUN NO RISKS WITH A $5,000,000 BATTLESHIP.

A Crew of Three Hundred and Fifty Men On Board the Vessel—An Interesting Description.

Washington, D. C., Feb. 6.—In the absence of any detailed information from the battleship Indiana at the Navy Department this morning (although a full report had been ordered and Naval Constructor Stahl had been sent from the Norfolk yard to investigate the matter), it is presumed by the officials that the ship's return from sea was not due to any actual accident, but the excessive precaution on the part of her commanding officers, who perhaps cared to run no risks with a $5,000,000 battleship and a crew of 350 men in their keeping.

Captain Henry C. Taylor, commander of the Indiana, had until last month seen no sea service in six years, his last command having been the old-fashioned frigate Alliance in May, 1891. Since that time he has been on duty where his work was largely theoretical, mostly at the war college, of which he was president. The executive officer of the ship, Lieutenant Commander Jno. A. Rodgers, was also unused to the big top-heavy modern armored vessels. He has been steel inspector at Bethlehem, Pa., for a long time and had not been afloat since 1894.

It is believed that the Indiana when in a rolling cord of about 35 degrees got into the long waves off Cape Hatteras, her chief officers became concerned about the stability of the turrets and concluded that the discreet thing to do was to return to the smooth water of Hampton Roads.

Precautions had been taken by the department to provide against just such an emergency. In addition to the steam turret turning machinery of the ship and numerous hawsers with windlasses with which Captain Evans, the former commander of the Indiana, once held the guns in a storm, the navy department recently added four huge clamps held by set screws four inches in diameter, which bound the turrets and barbettes together, and officials of the department are confident that there is no defect whatever in the Indiana, and that her return to port was simply a manifestation of excessive caution on the part of her officers.

Massacres of Christians.

Athens, Feb 6—The floor and galleries of the Chamber of Deputies were filled with members and spectators when that body was called to order today and intense excitement prevailed. Several deputies at once offered resolutions calling upon the government to actively intervene in Crete without delay in order that further massacres of Caristians in that island might be prevented.

Premier D Ivannis replied that the foreign office had received dispatches confirming the reports that the city of Canea was in flames and that many Christians there had been killed, and assured the Chamber that the government would do their duty in the matter.

The Fellow Didn't Commit Suicide.

Bethlehem, Pa., Feb. 6.—The statement is given out that the shortage of Cyrus E. Breder, the defaulting cashier of the First National Bank, is a trifle over $12,000, is confirmed today by President Myers. Breder has not committed suicide, as his friends believed, but is in Toronto, Canada. His wife received a letter from him this morning dated Toronto. He says he will never come back. The bank, it is said, will make no effort to bring him back. Contrary to expectations, there was no run on the bank today.

An Insolent Challenge.

Paris, Feb. 6.—The Paris press are greatly excited over the speech delivered in the British House of Commons yesterday by Sir Michael Hicks-Beach, the Chancellor of the Exchequer, regarding Egypt.

The Journal, in an article commenting on the speech, says: "The insolent challenge thrown to France and Russia ought to be taken up."

The Authorite says: "England disdains and defies France and Russia, and will continue to do so until both of those powers resort to sword."

Joe Shelby Very Ill.

Kansas City, Mo., Feb. 6.—Gen. Joe Shelby, "Fighting Joe," the noted Confederate General, and United States Marshal for the Western District of Missouri, is very ill on his farm near Adrian, Mo. He has been suffering for some days with pneumonia, which has developed into typho-pneumonia fever, and late last night his condition became critical. His condition today is improved.

THE ENROLLING CLERK

Bill to Abolish the Office, if Such There Be.

DOUBT OF ITS LEGAL EXISTENCE

PROVISION TO BE MADE FOR FUTURE APPOINTMENT OF SUCH OFFICER.

The Senate Cleared the Calendar of Many Local Bills—Colored Normal Bill—N. C. Rolling Exposition Appropriation—Dockery's Thrust.

The Senate was opened with prayer by Senator Atwater.

Mr. McCaskey presented a petition from the Woman's Christian Temperance Union praying for the establishment of a reformatory. It contained several hundred names, and was neatly tied with white ribbon.

INTRODUCTION OF BILLS.

Bills and resolutions were introduced as follows:

Mr. Butler—Bill to amend sections 1801 and 1802 of The Code.

Mr. Newsom—Bill to regulate the collection of a special tax in Hertford county.

Mr. Alexander—Bill to facilitate the improvement of public roads in Charlotte township, Mecklenburg county.

Mr. Sharp of Wilson—Bill to amend chapter 256; laws of 1895, to put Nash county in the Eastern Criminal Court circuit.

Mr. Hardison—Bill to encourage and protect sheep raising,

Mr. Hyatt -Bill to incorporate Stroud's Chapel in McDowell county.

Mr. Person—Bill to incorporate Pigford Sanitarium for the treatment of consumptive negroes.

CALENDAR.

The special order, a bill to exempt citizens of incorporated towns in Edgecombe county from the payment of road tax, was lost on second reading by a vote of 1 to 32. Mr. Person, the author of the bill, cast the only vote in favor of the bill.

Bill to authorize the commissioners of Cherokee county to issue bonds. Passed.

Bill to empower the commissioners of Edgecombe county to levy a special tax. Passed.

Bill to renew and keep in force the charter of the Norfolk, Wilmington and Charleston Railroad. Recommitted.

Bill to amend chapter 156, laws of 1895, placing Cumberland county in the eastern criminal court circuit and amending the law in numerous important particulars. Recommitted.

Bill to amend the charter of the Wadesboro Cotton Milling Company. Passed.

Bill to incorporate the People's Benevolent and Relief Association of Charlotte. Passed.

Bill for the relief of sheriffs. Amended to apply only to Orange and Rutherford counties, and passed.

Bill to amend section 2222 of The Code, requiring non-resident fishermen to pay a license tax of $2 500 a year for the privilege of taking fish for market from any waters of the State. Passed.

Bill to prevent fishing with certain kinds of nets in Albemarle Sound and the rivers entering. Passed.

Bill to amend the charter of the Wellington and Powellsville Railroad. Passed.

Resolution to appoint a joint committee to draw a bill to reduce the salaries and fees of public officers. Passed.

Adjourned to meet Monday at 4 p. m.

HOUSE.

The House was called to order at 10 o'clock yesterday morning. Rev. Levi Branson offered the morning prayer.

Mr. Dockery introduced a petition protesting against any change in the charter of the town of Laurinburg. He stated the bill providing a change of charter, was already on the House calendar and requested that it be taken therefrom and re-referred to the Committee on Counties, Cities Towns and Townships, together with the petition, for further investigation.

BILLS INTRODUCED.

Bills were introduced as follows:

Mr. Ormsby—Bill to amend section 706 of The Code to give additional times for meetings of the Commissioners of Forsyth county.

Mr. Ensley—Bill for the relief of J. A. Crawford, an ex-Confederate soldier of Jackson county.

Mr. Murphy—Bill to amend section 1255 of The Code.

Mr. Lawhon—Bill to amend chapter 157, public laws of 1891.

Mr. Murphy—Bill to repeal sections 31 to 38 of The Code, and to make bastardy a misdemeanor.

Mr. Person—Bill to incorporate Bridgville Agricultural, Live Stock and Poultry Company in Wilson county.

Mr. Person—Bill to incorporate Hannibal Lodge, No. 1,552, Grand United Order of Odd Fellows, of Wilson, N. C.

Mr. Howe—Bill to incorporate State Grand Lodge, No. 7, United Order of Odd Fellows.

Mr. Chapin—Bill to incorporate Harnett Central Railroad Company.

Mr. Watts—Bill to prohibit sale of liquor within two miles of Beulah Church, in Alexander county.

Mr. Bryan, of Chatham—Bill to submit the question of working the public roads of Chatham county by taxation to a vote of the people of the county.

Mr. Walters—Bill to authorize W. H. Worth, State Treasurer, to pay David S. Patrick, late professor of Latin in the State University.

Mr. Hare—Bill to amend section 1003 of The Code.

Mr. Yarborough—Bill for the relief of the citizens of Caswell county, by the repeal of chapter 441, Public Laws of 1893, and re-enactment of chapter 387, Public Laws of 1891.

Mr. Hartness—Bill to protect birds in Iredell county.

Mr. Sutton of Cumberland—Bill to amend the charter of Fayetteville.

Mr. Roberts—Bill to amend chap. 90, Public Laws of 1895.

Mr. Roberts—Bill to repeal chap. 20, Private Laws of 1 92.

Mr. Parker of Perquimans—Bill to allow Perquimans county to issue bonds and levy a special tax.

Mr. Holmes—Bill to pay Josiah Turner balance due him as public printer.

Mr. Parker of Perquimans—Bill to amend Section 17 of The Code.

Mr. Roberts—Bill to regulate the sale of liquors in Marshall, N. C.

CALENDAR.

Bill to establish a graded school in Hickory. Passed third reading.

Bill to establish a new township in Surry county. Passed second and third readings.

Bill to amend chapter 303, laws of 1895, relating to the line between Alamance and Chatham counties. Passed second and third readings.

Bill relating to the stock law in Wayne county. Passed second reading with an amendment that the question of extending the stock law territory be submitted to the people of the section affected.

MR. HANCOCK'S RESOLUTION.

By unanimous consent Mr. Hancock introduced a bill to abolish the office of Enrolling Clerk, if there be such, and provide for the election of officers and clerical force for the enrollment of all bills, acts and resolutions, etc, passed by the General Assembly.

The bill stated that whereas the State constitution conferred upon the House and Senate to choose officers for their respective bodies whereas no provision has been made by law for the election of an Enrolling Clerk and clerical force, by reason of which a doubt exists as to who shall control and supervise the enrollment of bills, etc., therefore the office, if such there be now existing, be abolished.

Section two provides that one person be appointed by the Speaker of the House and one by the President of the Senate, who shall be called "principal enrolling clerks." They shall have control and supervise the enrollment of all bills, etc., and be responsible for the same.

The bill fixes the salaries of these officials at $5 per day, with mileage as received by assemblymen. It further provides that the Speaker of the House and President of the Senate appoint, subject to the approval of the General Assembly, such assistants as they may deem necessary, who shall receive the same salaries as the Principal Enrolling Clerks.

Provision is also made that the provisions of the bill apply to the present session of the Legislature as well as future ones. The bill was placed upon the Calendar.

CALENDAR RESUMED.

Bill to protect iron bridges in Macon county by making it a misdemeanor for persons to drive fast over the same, passed second and third readings.

Bill to pay special veniremen as regular jurors came up for ratification. Objection was made by Mr. McKenzie, who stated that he thought there were some counties included whose Representatives objected and some others who desired to be placed within its provisions. The Speaker appointed a House Conference Committee as follows: Cook, McKenzie and Parker of Perquimans.

Mr. Brown introduced a bill for the appointment of a special committee to whom all bills regarding Congressional districts should be referred.

Mr. Cunningham introduced a bill for the relief of Sheriff Hughes, of Orange county.

Mr. Johnson introduced a bill to regulate the liability of stockholders in banks chartered by the State. It provides that all stockholders shall be liable to the extent of their stock at par value.

Mr. Young introduced a bill relative to the Colored Normal School, providing that the entire amount of money appropriated in aid of colored normal schools shall be equally divided among all such schools in the State. The bill is in the hands of the Education Committee.

Bill providing for a bond issue in Richmond county, passed third reading. In explaining the necessity for the bonds Mr. Dockery, of Richmond, said that a floating debt of more than $12,000 in his county, was a monument to so-called "Democratic economical administration of county government," and that this condition not only applied to his county, but to very many other counties of the State.

The large number of bills to allow other counties to issue bonds or levy special tax, coming up before the Legislature were, with very few exceptions, attributable to the same cause of Democratic misgovernment.

Bill to empower the Secretary of State to supply volumes 1 to 15 Supreme Court reports to Forsyth county passed second and third readings.

Bill to authorize Anson county to issue special tax passed third reading.

Bill for the relief of Mrs. E. O. Smith and others, of Asheville, authorizing the sale of the estate of the late E. O. Smith, passed second and third readings.

Bill to establish a dispensary at Waxhaw in Union county was put upon second reading. Mr. Blackburn, of Ashe, opposed the bill and offered an amendment providing that the question be referred to the people of Waxhaw.

Prominent members of the House argued that the Representative from Union county was responsible for the measures which he had introduced, and it was not treating him with courtesy to oppose his bill. The vote on the adoption was by roll call. The amendment was lost 50 to 44. The bill passed second and third readings.

Bill to repeal chapter 35, laws of 1885, concerning the public schools of Fayetteville, passed second and third readings.

Bill to amend chapter 279, laws of 1893, passed second and third readings.

Bill for the relief of the Sheriff of Currituck county in the matter of settling taxes, extending the time for same, passed third reading.

Bill for the relief of persons working public roads in Anson county was tabled.

Bill to authorize the Board of Commissioners of Beaufort county to levy a special tax for repairing bridges and other purposes, passed second reading.

Bill to amend chapter 353, laws of 1895, relative to roads in Jackson county, passed second and third readings.

Bill to amend chapter 5, private laws of 1881, relative to levying special tax in ——— ———, passed second reading.

By consent, Mr. McCrary introduced a bill to amend and re-enact chapter 310, Private Laws of 1893, and chapter 318 of 1895, relating to the development of the rapids of the Yadkin river.

N. C. ROLLING EXPOSITION.

Mr. Hancock introduced a bill to aid "North Carolina's Rolling Exposition," by appropriating $5,000 to that purpose. The bill recited the fact that Messrs. W. H. Ramseur and J. M. Moore have in course of construction a large car, filled with all the products, minerals, etc., known in the State, which they will designate as "North Carolina's Rolling Exposition." Provision is made in the bill that $2,500 of the appropriation be used in fitting up the car and the remainder for the rolling machinery. In consideration of the appropriation Messrs. Ramseur and Moore are to make over to the State a title to a one-third interest in the Exposition, and if the enterprise is not continued for five years, its ownership shall revert to the State.

Representative Jones of Alleghany county was recognized on a matter of personal privilege and read a reply to the recent attack made upon him by the editor of the News and Observer on account of his failure to vote in the recent Senatorial election.

House adjourned until 10 o'clock Monday morning.

B. Y. P. U. TO MEET.

Two Hundred Delegates Will Attend.

The Baptist Young People's Union meets next Tuesday evening in the First Baptist Church of this city. This will be the first State Convention of the Union, and nothing is being left undone to make the occasion a success. The convention is held in Raleigh upon invitation of B. Y. P. U. of the First Baptist Church. Mr. Joe Watson, the chairman of the committee on entertainment, has been very busy during the past week providing homes for the delegates. Mr. Watson says he has received letters from one hundred and twelve delegates, for whom the committee will provide accommodations, besides a large number who write that they will attend the convention and stop with friends in the city. At least two hundred delegates will be present, besides some distinguished visitors from other States. A full program of the convention was published in last Sunday's TRIBUNE.

Self-Confessed Embezzler Sentenced.

Baltimore, Md., Feb. 5.—Richard Green, former clerk of the Farmers National Bank of Annapolis, was today sentenced to five years in the Maryland penitentiary for embezzling $22,000. Green plead guilty to two counts of the indictment. He was arrested last October, immediately following his return from his wedding tour.

Several Men Shot.

Guthrie, O. T., Feb. 5.—A telephone message from Chandler says that the rumored raid of Sac and Fox agency is denied by information direct from there, but that a battle took place in the creek hills, twenty miles east of there, between cattlemen and cow thieves, in which several men were shot, which undoubtedly gave rise to the report.

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WRITE

CAPITAL PRINTING CO.

RALEIGH

THE TRIBUNE PUBLISHING CO.

Articles of Agreement, Certificate of Clerk and Letters Patent.

ARTICLES OF AGREEMENT.

We, the undersigned, being desirous of engaging in the business hereinafter set forth and described, do hereby enter into articles of agreement for that purpose pursuant to chapter 16 of the Code of North Carolina, entitled "Corporations and Acts of the General Assembly of North Carolina amendatory thereof," that is to say:

I. The corporation name shall be the Tribune Publishing Company.

II. The business proposed shall be the publication of one or more newspapers, conducting the business of job printing and binding and carrying on such business as is usually done by printing and publishing companies.

III. The place where said business is proposed to be carried on is Raleigh, North Carolina, and such other place or places for branch offices as the Board of Directors may determine.

IV. The length of time desired for the existence of said corporation is thirty years from and after the dates of these articles next entering.

V. The names of the persons who have subscribed for stock in said corporation are as follows, viz: C. M. Kenyon, C. J. Harris, F. M. Messler, J. B. Hill and their associates.

VI. The amount of the capital stock of said corporation shall be $20,000, divided into 2,000 shares of the par value of $10.00 each, with liberty to the stockholders to increase the amount of said capital stock from time to time, or at any time, to an amount not exceeding $50,000, divided into a proportionate number of shares of the par value of ten dollars each.

VII. The said corporation may purchase or lease and hold all such real and personal aud mixed property incident to the business aforesaid and necessary and useful for that purpose as the Board of Directors shall determine, and subscription for stock in said corporation may be paid wholly or in part by the purchase from the subscriber of property at such appraised valuation as may be agreed on between the Board of Directors and such subscriber.

VIII. The corporation subscribers of stock and stockholders of said corporation shall not be individually or personally responsible or liable for the debts, contracts, pecuniary obligations, engagements or torts of said corporation.

IX. The time and place of the first meeting of the corporators and subscribers for stock in said corporation for purposes of organization is hereby expressly waived.

In testimony whereof, the undersigned have hereunto set our hands and seals, this the sixth day of January, 1897.

C. M. KENYON,
F. M. MESSLER,
J. B. HILL.

Subscribing witness:
WILLIAM O. O'NEILL.

NORTH CAROLINA,
WAKE COUNTY.

I. D. H. Young, Clerk of the Superior Court of Wake County, do hereby certify that the foregoing articles of agreement and plan of incorporation was this day proven before me, and the due execution thereof by C. M. Kenyon, F. M. Messler and J. B. Hill, the subscribers thereto, is proven by the oath of William O. O'Neill, the subscribing witness thereto. Therefore, let the same be recorded according to law.

Witness my hand and official seal this the 16th day of January, 1897.

D. H. YOUNG,
Clerk Superior Court.

No. 443.

STATE OF NORTH CAROLINA.

To all to whom these presents shall come—

GREETING:

KNOW YE, That it appears from the certificate from the Clerk of the Superior Court of Wake County, that the following named persons, C. M. Kenyon, F. M. Messler and J. B. Hill, heretofore on the 6th day of January, 1897, signed and filed Articles of Agreement for the formation of a private corporation before said Clerk, and copy of said Articles of Agreement, duly certified by said Clerk under the seal of said Court, have been filed and recorded in this office, as prescribed in chapter 318 of the Acts of 1893.

NOW, THEREFORE, Under the power and authority vested in me by said chapter 318 of said Acts of 1893, I do hereby declare the persons signing said Articles of Agreement duly incorporated, under the name and style of the Tribune Publishing Company, for the period of thirty years from and after the 19th day of January, 1897, for the purposes set forth in said Articles of Agreement, with all the powers, rights and liabilities conferred and imposed by law on such corporations.

Witness, my hand and the Great Seal of the State of North Carolina, at office in the City of Raleigh, this 19th day of January, in the 121st year of our Independence, and in the year of our Lord one thousand eight hundred and ninety-seven.

CYRUS THOMPSON,
Secretary of State.

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TWO EYES.

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TWO EYES.

TWO EYES. TWO EYES. TWO EYES.

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Most Favorably Situated for Pleasant Homes.

HAS A METROPOLITAN APPEARANCE

CITIZENS SAY THE TRIBUNE IS WHAT REPUBLICANS HAVE LONG NEEDED,

And They Will Liberally Support the Paper—The City's Great Fish Industry—Her Cotton Market and Railroad Lines.

Newbern, N. C., Feb. 6.—While in Newbern today, THE TRIBUNE was pleasantly entertained by such prominent Republicans as Geo. Green, Sec. of the Newbern Fair; Chas. B. Hill, Sheriff J. L. Hahn and others as well known. I find the Republicans very strong in this city, all of whom think THE TRIBUNE is just what the Republicans of the State have long been needing, and they promise to be liberal supporters of the paper. They are full of enterprise, pluck and endurance, and will make the Republican name in their town be one of confidence and reliability by their actions in dealing with their defeated friends.

Newbern was settled in 1710 by a colony of German and Swiss under Louis Mitchell and Baron DeGraffenried. A few emigrants from the Virginia colonies had preceded them in 1707 and had settled along the Neuse and Trent rivers. From the first day of settlement Newbern has continued to grow until today it is one of the prettiest and most interesting cities in the State.

NEWBERN AS A HOME.

There is, perhaps, no other city in the State of North Carolina where such conditions exist for a pleasant home as in Newbern. Having a delightful and healthy climate, it is a very pleasant place in which to live. Churches of all the Protestant denominations are to be found here, which are well attended. Schools, both private and public, are here and conveniently located.

Well drained streets, lined with magnificent trees, lend additional beauty to the elegant private residences sitting back among evergreens and flower be decked yards. The buildings abounding in this city are handsome and commodious structures, which are pleasant to look at, and which are signs of the well-deserved prosperity which abounds in the city. Handsome State and government buildings are noticeable there; in fact, Newbern is a charming little city of metropolitan appearance. The city has a number of large manufactories, which are large sources of revenue. Among them are large fertilizing factories, grain mills, knitting factory, cigar factory, carriage factories, shirt factory, etc.

The principal manufacturing interest, however, is in lumber. Fifteen saw and planing mills, the aggregate capacity of which amounts to hundreds of thousands of feet a day, convert the various kinds of timber so plentiful here into material for building houses and boats and for making furniture. Ninety per cent. of this lumber is shipped to Northern markets and Europe.

THE FISH INDUSTRY.

Newbern has one of the finest fish markets in the world. It equals, if it does not excel, in quantity, quality and variety the far famed fish market of Havana. The appended list will establish the truth of this assertion, as also the further statement that the oysters of Newbern are abundant and of superior quality as to size and flavor, those from New river being equal to the celebrated Lynnhaven.

The different kinds of fish are sheepshead, porgies, drum, red, Spanish mackerel, bluefish, speckled trout, yellow trout, mullets, starfish, butter perch, shad, herring, sunfish, redfins, sea mullets, pinfish, sand perch, hogfish, Welchman, sturgeon, suckers, buzzard shad, robins, chub robin, red horse, black sucker, speckled perch, white perch, cat fish, grundles, gar, rock, moon, black, cod, jack, pickerel, toadfish, stingers, skates, carp, chinquepin perch, croaker, spot, flounder, blue joe robin, green gar, sea pike, sword, hickory shad, eels, abrocore, flat back, yellow fin shad, oysterfish, black bass and two varieties of shark, black drum, pike, white cat, black cat, blue cat, gray cat, making a total of sixty six varieties remembered.

To these are added other water products more famous: Turtle—the snapper, slider, sea turtle, chicken turtle, green turtle, and the epicure's delicious "diamond-back" terrapin; soft, hard shell and stone crabs; escallops, shrimps, clams, oysters, of which latter both the New River and Nelson Bay are equally as good as the Lynnhaven in size and flavor.

AS A COTTON MARKET.

Newbern is one of the best cotton markets in the State. They receive here about 9,000 bales of cotton each year. There is a good corps of buyers, belonging to the Exchange, several of whom buy for and ship on through bills of lading directly to European markets via Wilmington over the Wilmington, Newbern and Norfolk Railroad, and Norfolk via the Eastern Carolina Dispatch and the Old Dominion Steamship lines. It is generally shipped as fast as brought, but little being kept in storage here. Freight to Europe is seventy cents per hundred and insurance one-eighth of one per cent. Prices range with those paid in Wilmington.

NEWBERN'S RAILROAD LINES.

Though not claiming to be the great railroad centre of the South, the two lines running into Newbern afford most excellent and ample passenger and freight facilities. The Atlantic and North Carolina, running from Goldsboro to Morehead City, of which W. S. Chadwick is President, and S. L. Dill is Superintendent, has its main offices and company shops (and gets the bulk of its patronage) here. The management is conservative, and the increase in freights from the trucking and lumber interests has recently put the road in a better condition than ever before, the stock having more than doubled in market value, and the first dividend declared.

The completion of the Wilmington, Newbern and Norfolk Road to this place gives easy and quick transportation south via Wilmington and north to the truck, fish and oysters of the Jacksonville and New River sections, via Newbern and the Atlantic and North Carolina Road. This road runs through the finest timber lands of the State, is under efficient management, and when completed to Norfolk will shorten the time from Wilmington to New York and Philadelphia some five or six hours. Its roadbed from Newbern to Wilmington is one of the best in the State. Their head office is in Wilmington, with H. A. Whiting, General Superintendent, and J. W. Martinis, General Freight and Passenger Agent.

Both of these lines connect with steamers to Elizabeth City and Norfolk, and give through bills of lading to northern, southern and European points.

POLAND.

BEAUTIFUL FAYETTEVILLE

A TRIBUNE REPRESENTATIVE WRITES OF HER SOCIAL AND COMMERCIAL ADVANTAGES.

Beautiful Women and Sterling Gentlemen—Environed by Musical and Fragrant Evergreen Forests—Her Railroad Facilities.

Fayetteville, N. C., Feb. 6.—The bright and picturesque little city of Fayetteville is one of the leading and enterprising cities of North Carolina, situated at the intersection of the Atlantic Coast Line and Cape Fear and Yadkin Valley Railways, between Raleigh and Wilmington. Here the traveler finds a charming little city, possessing many of the advantages to be found in the larger cities, possessing many admirable qualities as a winter resort and as a place of residence. The climate of Fayetteville is all that could be desired.

The town of Fayetteville is located in Eastern Central North Carolina, near the 35th parallel of latitude, about one mile from the river Cape Fear, and about eighty miles from the Atlantic seashore. Its elevation is between two and three hundred feet above sea level. The soil upon which it is built is for the most part sandy. Indeed, upon the hills and bluffs, which entirely surround the town, the top soil is almost entirely pure white and yellow sand, such as is usually found upon the seashore. The town is almost surrounded by beautiful creeks and streams of pure water, two of which pass through the town and empty into the river. The town of Fayetteville is the metropolis of the great pine region of the South Atlantic States.

In every direction from it stretches away the beautiful and immense evergreen forest, so weired and so strange looking to those who are accustomed to the deciduous trees of the North. And not only does this great pine forest, which encompasses Fayetteville, appeal to the eye by its beauty, but it affects the other senses as well, for the murmuring branches fill the woods with soft entraneing music, and the balsamic odors given forth from the leaves perfume all the air with delicious fragrance. The midwinter temperature is almost exactly the same as that of Nice and Mentone and the Italian Riviera, whose winter climate is considered the most perfect in the world.

The city of Fayetteville offers excellent social advantages, and the society there is equal to that of any city in the South or North, beautiful and cultured women, handsome church edifices, and gentlemen of sterling worth make the city hospitable and pleasant to guests within its doors.

All the main streets are 100 feet wide, with broad sidewalks, and are well shaded with magnificent and stately old trees. There are many fine business blocks, and many beautiful residences adorn the streets.

The population of Fayetteville is about eight thousand. And they are as a rule intellectual and religious people.

In the way of amusements Fayetteville is right up to date, and surrounding the city one finds splendid hunting, small game, deer, and the popular and exciting amusement, fox hunting, is constantly going on here.

The Atlantic Coast Line and Cape Fear and Yadkin Valley Railways are doing much toward the upbuilding of Fayetteville, and tourists coming here find all the advantages to be found in the larger cities.

C. BEAUREGARD POLAND.

Case of Domestic Infelicity.

Baltimore, Md., Feb. 5.—Frederick Morton, a well known white man of Baltimore county, said to be worth $75,000, filed a suit several weeks ago to have his marriage with Lucy Morton, nee Johnson, annullee, on the ground that his wife was a negress; that he was intoxicated when the ceremony was performed on October 9, 1896, and

WHERE YOU MAY FIND THEM.

City Addresses of Members of the Legislature.

SENATE BY DISTRICTS.

First—J. L. Whedbee, 225 New Berne ave.
First—John F Newsom, 225 Blount st.
Second—T. E. McCaskey, Branson House, room 10.
Second—N B Yeager.
Third—James M. Early, Mrs. Ray's, Salisbury st.
Fourth—E T Clark, Mrs A M Clark, cor Bloodworth and Polk sts.
Fifth—W Lee Person, 515 South Blount st.
Sixth—A J Moye, Mrs Hutchings, 14 Martin st.
Seventh—J T Sharpe, Mrs Hutchings, West Martin st.
Seventh—J. F. Mitchell, Mrs. Whitley's, 122 New Berne ave.
Eighth—G. L. Hardison, 114 West Martin st.
Eighth—W T McCarthy, 138 West Hargett st.
Ninth—R G Maxwell, 32 Park.
Ninth—H L Grant, Park Hotel.
Tenth—George C. Cannon, Harrison House.
Eleventh—W B Henderson, 320 South Blount st.
Twelfth—C H Utley, Mrs Ellington, 226 Newbern ave.
Thirteenth—E. S. Abell, 118 North Wilmington st.
Fourteenth—Geo E Butler, 454 Fayetteville st.
Fourteenth—E N Roberson, Mansion House.
Fifteenth—Augustus Shaw, refused to tell.
Sixteenth—J McP Geddy, Mansion House.
Seventeenth—Dr. Wm. Merritt, 603 Wilmington st.
Eighteenth—E. S. Parker, Mrs. Smith, 118 North Wilmington st.
Eighteenth—J. E. Lyon, 326 Newbern ave.
Nineteenth—James W. Atwater, Mrs. M. H. Brown, 603 South Wilmington st.
Twentieth—J. A. Walker, 603 South Wilmington st.
Twenty-first—A M Scales, 305 Hillsboro st.
Twenty-second—Dr. D. Reid Parker, Dr. W. H. Bobbitt, cor. Hargett and Dawson sts.
Twenty-third—D A Patterson, 120 Fayetteville st.; W. H. Odom, 120 Fayetteville st.
Twenty-fourth—C. D. Barringer, 213 West Martin st.
Twenty-fifth—Dr. J. B. Alexander, Mrs. Evans, 104 North McDowell st.
Twenty-sixth—S A Earnhardt.
Twenty-sixth—J. A. Ramsay, Miss Jennie Miller, cor. Person and New Berne ave.
Twenty-seventh—S. F. Shore, Hotel Florence.
Twenty-seventh—A. C. Sharpe, Mrs. M. H. Brown, 603 Wilmington st.
Twenty-eighth—Rev. J. A. Ashburn, Hotel Florence.
Twenty-ninth—L H W Barker, Exchange Hotel.
Twenty-ninth—Milton McNeil, D T Johnson, Hillsboro st,
Thirtieth—J M Dickson, Mrs Gulick, 425 ——.
Thirty-first—James L Hyatt, Florence Hotel.
Thirty-first—E F Wakefield, 16 Branson House.
Thirty-second—M H Justice, 305 Hillsboro st.
Thirty-second—J T Anthony, 305 Hillsboro st.
Thirty-third—George H. Smathers, 527 South Salisbury st.
Thirty-fourth—H S Anderson, Mrs Tucker, Fayetteville st.
Thirty-fifth—J. F. Ray, Park Hotel.

HOUSE OF REPRESENTATIVES.

S A White, Alamance, 404 Hillsboro street.
J W Watts, Alexander, ——
H F Jones, Alleghany, 425 Wilmington street.
James E Leak, Anson, ——
Spencer Blackburn, Ashe, Park Hotel, Room 47.
H E Hodges, Beaufort, Branson House, Room 10.
K W White, Bertie, Harrison House.
Sidney Meares, Bladen, 120 Fayetteville street.
W W Drew, Brunswick, ——
V S Lusk, Buncombe, Park Hotel.
W G Candler, Buncombe, ——
J H Pearson, Burke, Mrs Bagley's, E South street.
A F Hileman, Cabarrus, ——
J L Nelson. Caldwell, Park Hotel.
J E Burgess, Camden, ——
E C Duncan, Carteret, Park Hotel, Room 61.
C J Yarborough, Caswell, ——
L R Whitener, Catawba, Branson House, Room 2.
J E Bryan, Chatham, ——
L L Renn, Chatham, ——
D W Deweese, Cherokee, Mrs. Tuckers, Fayetteville street.
Richard Elliott, Chowan, ——
Wm Plott, Clay, ——
B F Dixon, Cleveland. ——
J B Schulken, Columbus, 101 McDowell street.
Robt Hancock, Craven, 128 W Hargett street.
T H Sutton, Cumberland, Smith House, Hillsboro street.
W. P. Wemyss, Cumberland, Harrison House.
W. H. Gallop, Currituck, ——.
G. C. Daniels, Dare, Harrison House, Room 9.
J. R. McCrary, Davidson Park Hotel.
W. A. Bailey, Davie, ——.
Maury Ward, Duplin, 138 cor. Jones and Dawson streets.
J. W. Umstead, Durham, 326 Newbern Avenue.
J. H. Dancy, Edgecombe, 515 South Blount street.
E. Bryant, Edgecombe, 515 South Blount street.
J. L. Grubbs, Forsyth, Florence Hotel, Room 6.
W. P. Ormsby, Forsyth, Hotel Florence, Room 6.
W. T. Barrow, Franklin, ——.
S. M. Wilson, Gaston, ——.
T. H. Rountree, Gates, Branson House, Room 17.
John Dayton, Graham, ——.
W. H. Crews, Granville, 409 South Blount street.
John King, Granville, ——.
W. R. Dixon, Greene, Mrs. Hutchings, Martin street.
B. G. Chilcutt, Guilford, Harrison House, Room 18.
J. C. Bunch, Guilford, ——.
Scotland Harris, Halifax, 515 South Blount street.
J, H. Arrington, Halifax, ——.
L. B. Chapin, Harnett, 110½ Fayetteville street.
James Ferguson Haywood, Mrs. Bagley's, E. South street.
J. B. Freeman, Henderson, Mrs. Tucker, Fayetteville st.
Starkey Hare, Hertford, 225 Newbern Avenue.
John G Harris, Hyde, Harrison House.
John R McLelland, Iredell, Park Hotel.
J A Hartness, Iredell, ——
J B Ensley, Jackson, Miss Jennie Miller, cor Newbern avenue and Person St.
Claude W Smith, Johnston, Park Hotel.
C M Creech, Johnston, 326 Newbern avenue.
H F Brown, Jones Park Hotel.
E P Hauser, Lenoir, 116 Morgan street.
L A Abernathy, Lincoln, Mrs Smith's, Hillsboro street.
—— Lyle, Macon, Mrs Bagley's, 125 South street.
J W Roberts, Madison, 227, cor Edenton and Person streets.
C C Fagan, Martin, Branson House, Room 10.
J A Conley, McDowell, ——
W P Craven, Mecklenburg, 104 N McDowell street.
Sol Reid, Mecklenburg, Mrs. Smith's, Wilmington street.
—— Ransom, Mecklenburg, Mrs Smith's, Wilmington street.
L H Greene, Mitchell, ——
J A Reynolds, Montgomery, Harrison House, Room 13.
W H H Lawhon, Moore, 310 Newbern avenue.
Van B Carter, Nash, cor Salisbury and Martin streets.
D B Sutton, New Hanover, Harrison House, Room 2.
J T Howe, New Hanover, ——
N R Rawls, Northampton, ——
R Duffy, Onslow, ——
A R Holmes, Orange, 120 E Hargett street.
C M Babbitt, Pamlico, ——
W G Pool, Pasquotank, Park Hotel, Room 15.
Gibson James, Pender, Mrs. Smith's, Wilmington street.
J H Parker, Perquimans, Branson House.
John S Cunningham, Person, Park Hotel, Room 68.
Slade Chapman, Pitt, ——
E V Cox, Pitt, Park Hotel.
Grayson Arledge, Polk, Harrison House, Room 19.
J J White, Randolph, Branson House, Room 9.
J M Allen, Randolph, Branson House, Room 9.
Y C Morton, Richmond, ——
Claudius Dockery, Richmond, Park Hotel, Room 58.
D E McBryde, Robeson, 117 Fayetteville street.
Wm. J. Currie, Robeson, ——
A E Walters, Rockingham, Park Hotel, Room 68.
R P Foster, Rockingham, Mr Brown's, corner South Wilmington and East Lenoir streets.
J W McKenzie, Rowan, ——
Walter Murphy, Rowan, 310 Hillsboro street.
Lindsay Purgason, Rutherford, Branson House, Room 7.
C H Johnson, Sampson, 326 Newbern avenue.
R M Crumpler, Sampson, 326 Newbern avenue.
E F Edins, Stanley, 519 East Jones street.
R J Petree, Stokes, 305 Hillsboao street.
J M Brower, Surry, ——
Jos H Cahey, Swain, Mr Brown's, corner South Wilmington and East Lenoir street.
E A Aiken, Transylvania, J J Johnson, corner Blount street and Newbern avenue.
Abner Alexander, Tyrrell, Branson House.
J. N. Price, Union, ——.
M. M. Peace, Vance, 320 South Blount street.
J. H. Young, Wake, 310 corner Fayetteville and Martin streets.
J. P. H. Adams, Wake, ——.
James M. Ferrell, Wake, Mrs. Tucker's, Fayetteville street.
C. A. Cook, Warren, 329 Hillsboro street.
L. N. C. Spruill, Washington, Harrison House, Room 8.
Thomas Bingham, Watauga, ——.
T. B. Parker, Wayne, 425 Wilmington street.
J. E. Person, Wayne, Branson House, Room 5.
C. H. Somers, Wilkes, Harrison House.
J. Q. A. Bryan, Wilkes, Harrison House, Room 7.
B. T. Person, Wilson, ——.
J. C. Pinnix, Yadkin, ——.
C. L. McPheeters, Yancey, 118 Wilmington street.

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RALEIGH, N. C.

THE
Commercial and Farmers Bank,
RALEIGH, N. C.
Commenced Business September 30, 1891.
Statement of Condition December 31, 1896.

CAPITAL STOCK,	$100,000.00
SURPLUS FUND,	16,000.00
NET UNDIVIDED PROFITS,	8,708.47
DEPOSITS,	330,033.23

No Interest Paid on Deposits. Safe Deposit Boxes for Rent.
OFFICERS
J. J. Thomas, Pres. Alf. A. Thompson, Vice Pres.
B. S. Jerman, Cashier. H. W. Jackson, Ass't Cashier.
DIRECTORS:
J. J. Thomas, Ashley Horne, G. W. Watts, J. B. Hill, H. B. Battle, B. N. Duke, Thos. H. Briggs, A. F. Page, Fred. Philips, H. A. London, A. A. Thompson, Jno. W. Scott, R. B. Raney, J. E. Shepherd.

The National Bank of Raleigh,
RALEIGH, N. C.
Capital Paid In, $225,000.
Surplus and Undivided Profits, 80,000.
Officers:
Chas. H. Belvin, President. Chas. L. Johnson, Vice President.
F. H. Briggs, Cashier.
Directors:
Chas M. Busbee, Chas. H. Belvin, Julius Lewis,
J. A. Briggs, Thos. B. Crowder, F. O. Moring,
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Depositors' Security and Protection.—(Section 5151, from United States Banking Laws.) "The shareholders of every national banking association shall be held individually responsible, equably and ratably, and not one for another, for all contracts, debts, and engagements of such association, to the extent of the amount of their stock therein, at the par value thereof, in addition to the amount invested in such shares."

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SUNDAY, FEBRUARY 7, 1897.

"LEGITIMATE COMPETITION."

In an editorial yesterday THE TRIBUNE commented briefly upon the policy of the Seaboard Air Line as declared by Mr. Hoffman, its President, to be "to court legitimate competition with other transportation companies." With Mr. Hoffman's permission, or without it, THE TRIBUNE will now examine his statement with the view of ascertaining how it comports with the acts of his "system," from which the public may draw its own conclusions in regard to the Seaboard's policy.

We observe that the Seaboard's policy in regard to competition is exemplified by its attempt to establish and maintain a monopoly of water transportation between Norfolk and Baltimore. The public is familiar with the history of the steamboat war begun by the Seaboard some months ago and which was extended to its railway lines; but it may not be inappropriate, in the discussion of this matter, to briefly recall the leading facts.

About the beginning of last year the Southern Railway made Norfolk its deep-water terminus, transferring to its wharves at Pinner's Point the extensive commerce that it had previously handled at West Point, on York River. The Southern Railway, and the Richmond & Danville Railroad before it, had operated a line of steamers carrying freight and passengers between Baltimore and West Point, and connecting with its trains at the latter place, the line being, in fact, a part of its system of transportation, the ships being owned by the Southern Railway Company and operated exclusively in its service. When the Southern Railway established its line between Norfolk and the South it was manifestly to its interest to have its own line of steamers to carry its freight and passengers between that point and Baltimore.

In view of these considerations, the Southern Railway established a line of steamers to ply the waters of Chesapeake Bay, and engaged actively in the competition which, Mr. Hoffman assures the Governor, his company courts. But the courtship of the Seaboard Air Line proved to be not of the love-making variety. The Seaboard owned or controlled a line of steamers between Norfolk and Baltimore, known by the name of Bay Line, which, up to the time of the opening of the Southern's new line, enjoyed a virtual monopoly of transportation between the upper and lower ends of the Chesapeake. Not only did the Seaboard enjoy a practical monopoly of traffic between the points mentioned, but it claimed the right to continue the monopoly in perpetuity. It immediately entered a vigorous protest against the Southern encroaching upon its exclusive water domain, virtually claiming the right to exercise a monopoly of the bay traffic of all the railroads having their termini at Norfolk. Mr. Hoffman even went so far as to decline to entertain a proposal from the Southern Railway to consolidate the Bay Line with the Southern's line of steamers. The correspondence between Mr. Hoffman and Mr. Spencer, President of the Southern, shows that although the Southern manifested a willingness to make a transportation arrangement upon a basis of mutual concessions, all its offers were declined, and when it became evident that the Southern would not agree to give the Bay Line a monopoly of its traffic on the Chesapeake, the Seaboard declared war.

The first act of hostility was a heavy cut in rates between Norfolk and Baltimore on the Bay Line, which was shortly followed by a deep cut in railroad rates at points where the Seaboard came in competition with the Southern. When these reductions were met by its competitor, the Seaboard announced another cut on a scale unprecedented in the history of railroads in the South. In the course of a short time the matter got into the courts, and a war that gave every promise of being self-destructive of the Seaboard system was stopped by judicial interference. It is worth noting in this connection that at the hearing of the injunction proceedings at Greenville, S. C., Mr. Hoffman said that he would agree to restore rates *upon condition that the Southern Railway withdraw its steamboat line* and retire from the transportation business between Norfolk and Baltimore.

This is history, and it is so recent that the average newspaper reader can verify it. It is cited in this connection because it speaks more eloquently of the Seaboard Air Line's idea of "legitimate competition" than any words of Mr. Hoffman's, intended to beguile the Legisture into the folly of giving his system an opportunity to absolutely destroy railroad competition in North Carolina west of Selma and Fayetteville. In the light of this history, every honest man must set down Mr. Hoffman's declaration of the policy of the Seaboard Air Line as a brazen piece of false pretense. Competition, legitimate or otherwise, is the last thing the Seaboard Air Line wants. What it wants is monopoly. It would not hesitate a moment to take full advantage of the opportunity which would be presented to it by giving it control of two parallel lines which furnish the only means of communication between the eastern and western parts of the State. The Seaboard Air Line court legitimate competition? Rats!

"FAVORABLE CONDITIONS."

In his letter proposing to lease the North Carolina Railroad, Mr. Hoffman says: "Under favorable conditions the North Carolina Railroad would prove a valuable adjunct to the Seaboard Air Line." Of course. This assertion is entirely superfluous. Under favorable conditions any line of railroad would prove a valuable adjunct to any other line of railroad. Under favorable conditions the Seaboard Air Line would prove a valuable adjunct to the North Carolina Railroad. A railroad and a favorable condition form a combination that is hard to beat. No one will question that Mr. Hoffman was strictly within the bounds of accuracy when he made the declaration quoted. But the inference is plain that the Seaboard does not want the North Carolina Railroad unless the conditions are favorable. What the conditions are to which Mr. Hoffman so vaguely refers in the foregoing extract from his letter appears in another part of that document.

In the paragraph immediately preceding that from which we have just quoted, Mr. Hoffman says: "In the event of the present lease being annulled, I beg to say that our company would be willing to lease the property in its entirety *upon a basis of the legislation now proposed.*" Here, then, is the milk in the Seaboard's cocoanut. What is the legislation now proposed in connection with the annulment of the present lease of the North Carolina Railroad? Well, several things are proposed in the bill; but the one thing that Mr. Hoffman had in his mind when he wrote that letter was the section of the bill which prohibits the Southern Railway from building or extending any line to connect its Atlanta, Chattanooga, Washington and Selma divisions. In other words, the bill proposes to force the Southern Railway to pay the owner or lessee of the North Carolina Railroad for hauling its through trains, or go out of business as a trunk line and operate its several divisions and branches as local lines without any connections whatever.

In either event the "conditions" would be favorable to the Seaboard Air Line and the road would prove a valuable adjunct. The Seaboard would either collect tribute directly from the Southern Railway or from shippers all along its lines whose necessities compel them to transport their goods or merchandise over the various lines of the Southern Railway across the State of North Carolina. Certainly the road would be a valuable adjunct to the Seaboard, with all competition cut off and perpetually prohibited by law. That would be an ideal "favorable condition" to the Seaboard, but where the interests of the people of North Carolina would be served by the arrangement does not appear, except in the fertile imagination of Mr. Hoffman. What a pity that he did not take the public into his confidence in regard to this important matter!

JUDGE AVERY'S SPEECH.

We feel quite confident that those who heard Judge Avery argue, what he termed Governor Russell's cause, before the committee of the House yesterday evening, were quite disappointed. The Judge, all admit, is an able lawyer, but it was evident as he labored with the sections of the bill, one after the other, that there was something wrong, either with the cause he represented or with the man whose cause he had espoused. That is, Judge Avery while representing the Seaboard Air Line Company, was explicit in stating that he represented Governor Russell. We have the highest regard for the Judge, as he, the Judge, would say in speaking of ex-Governor Carr, but as he insisted upon being pardoned when he impugned the motive of Governor Carr, he will pardon us for an expression of mild surprise that the Governor should have selected the author of the opinion of Harris vs. Scarborough (the terrible decision so scathingly denounced by the Governor on the stump and under color of which the infamous election frauds of 1892 were perpetrated) as his chosen representative. Suppose it was thought advisable, and there is an opinion that it is, that there should be some changes in the present election law that enabled Mr. Russell to be Governor of North Carolina, would he, we ask, entrust the preparation of the bill to Mr. Avery? Speaking for the Republicans generally, and we think we voice them, that having experienced the effects of his (Avery's) decision once, we do not care to adopt his decision in this matter, and we hardly think the Populists do.

Now while we hate to be compelled to take issue with the man who was elected Governor by the Republican party, candor compels us to say that it looks curious to witness the *News and Observer* as his (the Governor's) organ and defender, Judge Avery as his legislative representative, and the Seaboard Air Line as his financial sponsor. This situation is unique, to say the least, with nine-tenths of the Republican party and all its leading men, so far as we know, against him.

Judge Avery made a special point, or tried to, in opening his speech to the committee that he represented Governor Russell, but before he got through it was evident that he was the attorney for the Seaboard Air Line. He labored hard in its interest—somewhat ponderous, it is true, and not altogether at times coherent—yet no one doubts, who heard him, that his plea was for that road, and that, while Governor Russell takes the ground he does against the Southern Railroad, it is a fact that it is simply one road against the other so far as Judge Avery's speech goes, and when Chairman Cook suggested to Judge Avery that the offer made by the Seaboard Air Line was "straw bail," Judge Avery made no attempt to convince the committee that the offer, made at the eleventh hour, was a bona fide one, or that the road had the financial ability to carry out the contract if made. He simply sailed into the Southern having gone into a Receiver's hands awhile ago, and made a lame effort to cast a shadow upon its reliability. It was an admission to the committee that he was in doubt about the Seaboard Air Line's responsibility.

Without attempting to review the Judge's argument, we give some of the points which he doubtless believes the most salient, but which, in our opinion, are contrary to the facts as heretofore stated in these columns.

The speech and argument was a disappointment and in many respects weak for the railroad he represents.

INSANE ASYLUM.

We give place to the following communication which credits us with something we did not say. A correspondent said it, and we remark in passing that the self-same correspondent is pretty well informed and certainly a reputable citizen; however, being the people's paper, we cheerfully give place to the correspondent's ideas of the situation. The wisdom of the world is not concentrated in the brain of one or a few men, and opinions derived from reputable sources should not be disregarded, but considered. Conclusions can then be arrived at:

GOLDSBORO, N. C., Feb. 5.

MR. EDITOR: In your review of the Charlotte Observer's article in behalf of the asylums for the insane, you make a bold and erroneous statement when you say that "there was practically no one who could then (1874) fill his (Dr. Grissom's) place, with one exception."

This is a reflection upon the physicians of the State then living. This writer was honored by the friendship of Dr. Grissom, and is the last man who would knowingly reflect upon his high capabilities; but among the profession there were many better physicians than Dr. Grisom when he assumed the Superintendency of the North Carolina Asylum. Of course, at the close of his first term, he was better qualified for his special work than others without his experience; and afterwards attained a reputation which was both the pride of the State and honorable to himself. But this reputation would have died in embryo had he become a victim to the spoils system. Having a large acquaintance among the physicians of the State, I must think you are again in error when you say there are several physicians (presumably Republicans and Populists) who have an amount of training far in excess of what the present incumbents possessed, "when inducted into duties."

Training here, I presume, refers to experience in hospital work.

The public is perhaps curious to know by what process of reasoning you come to this conclusion, or upon what data you predicate this ipse dixit. Dr. Murphy had training for some years in a Virginia Asylum, previous to his election as Superintendent to the Morganton Asylum; Dr. Kirby was for years a Director of the Raleigh Asylum, and also a member of the Executive Committee and had opportunities of learning much of the business and professional work of that hospital.

Dr. Miller was in charge of a hospital (not for the insane, however) during the war, and was inspector of hospitals for months near the close of the war. Drs Kirby and Miller had been unremittingly engaged in the practice of their profession for thirty-six years, and few men in the State had a larger clientelle.

This much I deem necessary to be said in the defense of the present incumbents. Those who are capable of judging of hospital work and management, say that our asylums for the insane were never better managed.

The facts in the case are: the Democratic party retained Dr. Grissom, not because there were no Democratic physicians who desired his place, or were not capable of filling it, but because Dr. Grissom was deemed a capable man, and ought not to be removed for opinion's sake. If the dominant party desire to lay political hands upon our asylums, it can be done without revolutionary and violent legislation. On the first of March the majority of the directors will be of the dominant party, and year by year they can fill vacancies of their own selection and from their own party.

The bill offered by Mr. Blackburn is unprecedented in the history of asylum legislation in our State, and is reprobated by intelligent and thoughtful men in all States and in all parties. If enacted into law, the State will violate a solemn contract, and break faith with those superintendents who will be affected by such legislation. The law under which they were elected guarantees a term of six years, with an assurance that they will not be disturbed during their term of office, except for "infidelity to duty or gross immorality.' To remove them, therefore, before the expiration of their term of office will be a violation of faith, and none the less a fraud because committed under the form of law. It does not help the matter to say that State sovereignty is all powerful, and can destroy by legislation these offices, and thus build up simply to make places to reward partisan zeal. No good man will say that the State should exercise her power to violate a contract which she would not tolerate in one of her citizens, unless it be for her own protection. No man competent to judge can say with truth in his heart that such legislation is in the interest of the State or for the welfare of the unfortunate insane. Surely there are in the Legislature enough fair-minded and just men of all parties to defeat this bill of demolition, which contains so much of injustice and so little of good. To enact such a law will establish a precedent in our State which will make political footballs of our asylums, and will inevitably result in damage to these institutions.

MEDICUS.

American Coffee Companie's. New Plant.

New York, Feb. 5.—The American Coffee Company, incorporated at Trenton, N. J., a few days ago by Henry O. and Theo. Havemeyer, John E. Searles and John E. Parsons, will have for a plant a remodeled sugar refinery at Trenton. The coffee roasting and grinding will begin about May. 1.

STRIPPED OF LEGAL POWER.

W. H. Kitchin in his speech before the committee to hear argument for and against the lease of the North Carolina Railroad to the Southern, cast an unwarranted and uncalled for imputation upon Attorney-General Walser, which we take this opportunity to resent. The bill, as prepared, takes away from the Attorney-General all participation in any prosecution of the Southern, and delegates that power to the Governor and others—Judge Avery, for instance. Mr. Kitchin, in explanation of this part of the bill, intimated that Mr. Walser would not bring suit to annul the lease if requested by the Governor. Such a reflection is a libel. Mr. Walser has not, we venture to say, been asked to bring suit, and there is no valid ground for insinuating that he would be false to his oath of office when requested by one authorized by law to make such request.

Further, Mr. Day, one of the attorneys of the Seaboard Air Line, and one of the authors of the bill, said to the writer when asked, "Why did you strip the Attorney-General of all power as the legal attorney of the State?" "Do you suppose Walser would bring suit against the Southern?"

Mr. Walser was elected as the Attorney-General of North Carolina by the people. He represents them. He does not represent any railroad or corporation, and would do his duty if permitted to do so. It's a shame and disgrace upon the State and a slander on the people who elected him, who will resent the insult when the opportunity offers.

There is not a brighter young attorney in the State. There is not a more honorable man, and were we to express our personal views we might say that there are men who could take lessons of Mr. Walser in the code of honor.

IT is pleasing to note how readily the press of the State is catching on to the *News and Observer's* Populistic tendency and drift. The Asheville *Citizen*, which, if not Democratic, is nothing, says about as much in a six line editorial as it has been our pleasure of seeing in a good while. It looks a little as if the *Citizen* begins to see things as they actually are:

While not feeling justified in accusing The Raleigh News and Observer of drifting into populism, we would like to propound to Brother Daniels this question: "Don't you sometimes feel that you are becoming wobbly in your talk?"

ATTEMPTED SUICIDE

At Marion, N. C—B. M. Halliburton the Rash Victim.

Special to THE TRIBUNE.

Marion, N. C., Feb. 6.—About two o'clock p. m. today Mr. B. M. Halliburton, of this place, attempted to commit suicide by cutting his throat, but the effort was abortive, as he only succeeded in cutting a gash one inch and a half in length, and the wound was not deep. Mr. Halliburton was arrested at his home about two squares from the court house and taken to the county jail, where he cannot injure himself further. Some three or four years ago Mr. Halliburton was knocked down and seriously injured by a bolting horse on the race track in the Morganton Fair Grounds and some time afterward was sent to the State Hospital at Morganton, and after remaining there about six months was discharged as either cured or harmless. Recently Mr. Halliburton has been drinking in excess, and it is thought that excessive drinking, together with his physical injury in connection with the mental worry occasioned by the decision against him by the Supreme Court of North Carolina some time ago, in his suit against the Burke County Fair Association for damages, which was appealed from the Superior Court of this place. Mr. Halliburton belongs to one of the best families in the State; was raised in Durham and came to this town some fifteen or sixteen years ago and married a daughter of one of our most prominent citizens. His wife is an excellent lady, and no one has handsomer, brighter or more intelligent children than Ben. Halliburton.

The reported seizure of the distillery of Dan. Haney is confirmed. The entire plant, consisting of still, caps, worms, etc, and twelve packages of spirits were deposited this week in the wareroom of Deputy Collector J. G. Neal. A large quantity of material on hand was destroyed. Many people here think that it was negligence, and not criminal intent, that caused the seizure, as Mr. Haney has the reputation of being an honest, upright and good citizen.

More Cuban Arrests.

New York, Feb. 6.—General Carloss Roloff, Secretary of War of the Cuban Provisional Government, and Dr. Jose J. Luis were arrested today in Commissioner Shield's office in the Federal building on two warrants, requiring them to appear in Baltimore for trial, to answer charges of "conspiracy" in "aiding and abetting" in connection with a filibustering expedition which left Baltimore for Cuba in July, 1895. They furnished $3,500 bail each.

THE WEATHER BUREAU.

And Various Other Matters Carefully Considered by Our Wilmington Correspondent.

Wilmington, Feb. 5.—We are having miserable weather here today. Thursday it looked as if we were to have fine weather for a week or so, but yesterday the officious Weather Bureau took a hand in the matter and told us a storm was heading this way. The storm has come. One part rain nine parts wind. The late Mr. Longfellow described today's Wilmington weather very aptly when he said:

"The day is cold, and dark, and dreary;
It rains, and the wind is never weary."

The genial Traffic Manager of the Seaboard Air Line, Mr. H. W. B. Glover, was in town yesterday.

Representative D. B. Sutton is said to be slated for our next Mayor.

Twenty-five wild ducks were shipped here yesterday. This information will take no one's breath away, but it is of interest, because it is the largest shipment made here this season, only one other shipment having been made. They came from Onslow county. White and black ducks and teal are in the bunch. The white ducks sell for 90, the teal for 60 and the black ducks for 75 cents per pair.

Seventeen schooners, one bark and one barkentine are now in this port. The schooners, with few exceptions, will go to the West Indies with lumber, and the other two vessels will sail, probably, with naval stores to a European port. Judging from all accounts, the export of lumber from Wilmington is on the increase.

The Chamber of Commerce held its regular monthly session late Thursday afternoon. Among the business which came up was the appointment of a committee to invite a large party of editors from the 'Apple Jack" State to visit Wilmington. The said editors are to visit Charlotte the last day of next month. We have a few little things in this neighborhood which we would like them to observe.

The Seacoast Railway Company has purchased the larger part of the block bounded by Orange, Anr, Ninth and Tenth streets, and is to move its offices and yards from Princess and Tenth streets to the site of its new purchase. Work has been commenced for the new order of things.

The Chamber of Commerce and the Board of Managers of the Produce Exchange are to meet Wednesday next to take joint action upon the retirement of General W. P. Craighill from the chief engineership of the United States Engineer Corps. General Craighill is well liked by our people, and they desire to publicly express their appreciation of his many estimable qualities. For a long time General Craighill was in charge of the work at the mouth of Cape Fear River. This work was the opening and dredging of a deeper channel and resulted in over twenty feet of water on the bar, instead of eight feet as formerly.

The Board of Aldermen met last night. Several building permits were granted and other business transacted. The Board meets again Tuesday night, the 16th inst.

Mr. Edgar Turlington, a former Wilmingtonian, now a resident of Elmira, N. Y, was married to Miss Lillie R. Rouse, of New Jersey, the latter part of last month. The couple may visit here while on their bridal tour.

A colored woman named Scott was adjudged non compos mentis here yesterday, and will be sent to Raleigh.

The Scottish Reformation, Primrose & West's minstrels and Loie Fuller, with Magician Eliason, all show at the Opera House next week.

Mr. E. W. Swenson, formerly of this city, died in Detroit, Mich., yesterday.

Mrs. Currie, widow of the late John K. Currie, died in Rockingham yesterday. She will be buried here today.

Mrs. Nancy Dixon, an aged lady residing on Fifth near Castle street, died Thursday and was buried yesterday.

The case of Monroe Johnson, who is to be hanged in Charlottee for burglary, has attracted much attention in Wilmington. This is chiefly due to the efforts of the evening paper here, which has worked with might and main to secure the commutation of Johnson's sentence, believing that the evidence was insufficient to hang a man as to whose guilt there was a doubt. This evening paper (The Dispatch), I am informed, made its stand on the principle involved, and for no other reason. It has been reviled and aneered at by the Charlotte papers, who considered it an interference with Mecklenburg county affairs. The Charlotte papers "interfere" in Cuban and Turko-Armenian affairs quite frequently, but their peculiar logic asserts itself when dealing with "home folks."

Walter R. Henry, Esq, the clever and elcquent attorney who defended the prisoner, is a thorn in the flesh to the Charlotte Democracy. Politically, he is bitterly hated by that party which had good reason to lament his departure from its ranks. Previous to Mr. Henry's advent in Mecklenburg county the hosts of fusion were disorganized and struggling. They were without a leader or competent adviser. When Mr. Henry appeared things changed, and to him, more than to any other one man, is due the credit for the victory achieved by the fusionists last fall. He has been ridiculed and villified unmercifully, and every effort is being made to impede his march—a triumphal march, too—toward greater distinction. Every one in Charlotte knows that if Monroe Johnson's sentence is commuted it will be chiefly the work of the brilliant lawyer who, without recompense, defended him. There is no RALEIGH TRIBUNE published in Charlotte, so the Democratic papers in that city are autocratic in the matter of molding public opinion. In Mr. Henry they see an enemy, and "do" him they will—if they can. Were it not for his efforts Mecklenburg's Reid and Ransom would have been filling Blanton's and Williams' seats.

H. W. P.

JUDGE AVERY'S SPEECH

Not a Great Speech, Viewed From a Legal Standpoint.

SPEECHES AT THE NIGHT SESSION

MANNING, BURWELL AND KITCHIN ADDRESS THE COMMITTEE.

Present Status of Lease Should Remain—To Open the Question of Validity Would Breed Useless Litigation.

The committee to hear evidence in the case of the lease of the North Carolina Railroad met in the Supreme Court rooms yesterday at 3 o'clock, Representative Cook in the chair.

The Chair, after calling the committee to order, stated the object of the meeting, and the gentlemen present who wished to be heard, to make themselves known.

The attorney of the North Carolina Railroad and President Alexander stated that there were two or three members of the directory that would like to take half to three-quarters of an hour each; and Capt. Price said that there were two or three gentlemen representing the Southern Railroad Company who would probably occupy as much time.

Chairman Cook told the gentlemen that the committee would be in session until 12 o'clock. Mr. Cook then called upon Judge Avery to read the bill, so that the amendments could be understood, as the Judge stated the bill had been materially amended.

The Judge then read each section, commenting upon them. He said:

"I am here before you as the representative of North Carolina, not to represent Daniel Russell as the head of any party, but as the executive head of the people of the State, and, as the executive head of the people of the State, I speak.

"If the State of North Carolina were invaded by the English or Spanish, I do not think I would be too old to goto the sea-coast and move at the command. With great respect for the gentlemen who differ with me, I think that the State has been invaded by a foreign interest, which, while it is not laying waste our homes and our fields, has a power over the people of North Carolina that is detrimental to their prosperity, and I believe that the time has at last a rived when the representatives of the people of North Carolina here assembled, a remedy can be made for this great trouble. Now I propose to discuss this matter in a straightforward way, and from such authority as I have at hand to show that it is consistent with the Constitution of the United States and with the laws of the United States, and not in conflict with the Constitution of North Carolina, and I propose to show that there is an evil to be remedied.

[The first two sections of the bill were then read.]

"I do not propose to discuss this question at any great length, simply submitting the authorities, that other provisions in other States exactly like this for all material purposes have been sustained by the United States, and this is the only question about which we care. It has been sustained by the Court of the United States in this, that where foreign companies have violated similar restrictions in other States, it has been held that the Governor could revoke the leases at his discretion. The relation of which a foreign corporation sustained to a State may be stated in a few words. It can only do business by the express authority of the State. If the laws of the State are consulted, it invites a foreign corporation to come into our State and exercise all the rights and powers of a domestic corporation. If there is legislation, they must come in here, but they are here as guests, and they are here by our permission, our tolerance, and their authorities are uniform in every State—that the Stste has a right to impose any condition that is not in conflict with the co stitution of the United States."

[Judge Avery here referred to an insurance case.]

"If a State can regulate an insurance company, much more can the State of North Carolina regulate a corporation which comes in, and proposes to take the place of another great institution.

"Now, this principle of which I speak, is a familiar one. The leading text books all cite this authority."

[Mr. Wood, in his edition on Railroads, speaking of foreign corporations, were referred to.]

"We can stop them from doing business upon our own conditions, and it has been proven in subsequent cases.

Referring at some length to this decision to show that authorities had no right to contract or make this lease, Judge Avery said:

"I think these authorities will demonstrate that we have a right to pas this law. Is there any crying evil? If evil does exist, it is that this great corporation comes in here, makes money out of our people, treats our courts with contempt, and refuses to submit to their jurisdiction. What is the excuse? They say that they cannot get justice in our courts. I would like to read if I have time, but I know the gentlemen of the committee have seen these things—that they cannot get justice before the North Carolina juries. We have two other corporations here, the Atlantic Coast Line and the S. A. L., which combined have about fifteen hundred miles in the State of North Carolina. Did anybody ever know of a difficulty removed by one of these companies to the Federal Courts? They never attempted to do anything else, and by some strange order of providence they have prospered from all appearances. Neither one of these have ever gone into bankruptcy nor the hands of the receiver, and here is a corporation that has only organized, when it went into the hands of a receiver, and they say they have to have privileges that no other corporations in North Carolina have. Why? Why? Except that they expect greater favors from the Federal Courts. Except that they think when a fireman, or conductor, or an engineer or passenger is killed by one of their trains that they can have similar allowances made in the Federal Courts. I see one of my friends smiling when I make that suggestion. It is very hard for me to please them. Yesterday, because I had seen fit to represent the Governor in his litigation, I heard that one gentleman, who represented this line of railroad, said that I had no business in the discussion—that the 30 year lease was a matter judicated, and that that meant that this 99 year lease was good. That I said, and I certainly mean, that that particular decision was behind us. We do not want to return or reconsider it.

The other remark was by a gentleman I understood to be an attorney on the other side, who said I had no business here representing the Governor, because I was the author of parties and decisions, and that gentleman made a speech, in which he criticised the making of this lease, under the administration of Carr, as Democratic infamy; and now he is here as a local attorney against this lease bill. If this is law, let the courts say so. If it is not law, let the courts say so. The property belongs to the State of North Carolina; that it shall be investigated; that the best price shall be obtained.

[Third section was then discussed.]

"The Seaboard and Southern began to cut rates from Atlanta through up to North Carolina and parts of Virginia. I am informed from sources that when they reduced rates at Atlanta and in Charlotte and at Raleigh and at Durham, which were competitive points, they obeyed the law and made the charges for freights and passengers correspondingly low. The effect of it was that along the line of the one road from Charlotte to Raleigh every man had got some advantage from this railroad reduction. He got Seaboard rates for shipment of corn, wheat, cotton, etc. I am also informed that the other line of railway reduced the rates only at competitive points: at Charlotte, Durham and at Raleigh.

"We want two lines to cut rates for the people, and the deeper they cut the more the farmers get for what they raise. Now, Mr. Chairman, when another cut rate comes between these people at Charlotte, at Durham, at Raleigh, and so on, we want to have the people along the line of railroad get a corresponding reduction of freights. That was the complaint made—the commission said they had not the power. Is that an evil to be remedied?

"Now, Mr. Chairman, that we have no right to aid in the enforcement of that law because it is a law of inter-State commerce, but our own court has decided and, I think it is abundantly sustained by authorities and elsewhere, that where a State passes a law in aid of inter-State commerce, we have a perfect right to do so.

"If there is a necessity for passing these provisions, there is a necessity for stringent measures to enforce them, and such as this is nothing new or unusual in cases where it is difficult to enforc a law. We are conscious that in dealing with lines and corporations such as this, we see much money at its back. We must adopt various efforts, and if we hope to deter it from the vialation of laws, we must adopt such stringent measures as will force compliance."

Speaking of a railroad in Georgia the Judge scouted the idea that the Southern bought it, and said:

"The Southern did not buy it. Oh, no, they did not buy it, but Mr. Ryan, who could not be distinguished from a black-eyed pea, Mr. Ryan bought up that line and took it in another name, and yet it is understood that he runs it in connection (or con junction) with the Southern Railway. It constituted a part of its line in every way except in name.

"The fact will be recalled that there was a great deal of discussi n and a great deal of difficulty when an offer was made to bring actions to annul this lease. The application was made to my friend Mr. Osborne, and I am here to say that there are f w better men in North Car lina than Mr. Osborne," and here the Judge damned this good man by faint praise, and turned his battery on ex-Governor Carr, who, he said, had set his head when he went into executive office, and dwelt at length telling how Governor Carr had been approached by railroad agents, etc.; influenced and hypnotized. So far as his remarks in reference to Mr. Osborne and Governor Carr are concerned, we are of the opinion that he damaged his cause materially. For, no matter how sauve in manner and flattering as to their personnel, he characterized their acts as fraudulent The Judge thought the Governor ought to have the right to bring suit without filing a bond for $100,000. That the State of North Carolina can bring a suit without fees from its officers. It must be assumed that the State can pay its debts of that sort

The general law is that domestic corporations must organize in the State where they have their origin; but unless some corporation provision prohibited it, the directors may meet outside of the State. The stockholders' first meeting may be held out of the State, &c. The object of the Judge was to show that there had been conspiracy. He criticised the by-law that permitted a meeting of stockholders outside of the State.

"Now, Mr. Chairman, that when some of the private stockholders of the North Carolina Railroad were approached upon the subject of granting this lease, they were told: You may grant the lease or not, as you please. If you do not grant this lease the Southern Railroad intends making itself independent of you, and not only independent of you, but to destroy the property in North Carolina By building across from Wilson or Wilkesboro, and then by the way of Atlantic road, and by way of South Carolina, which will compete with this line. Now, we have on our statute book a provision forbidding a railroad from Salisbury to Wilkesboro. Has the State a right to protect its own interests? Has the State a right to sit idly by and say to it, if you do not grant this lease we will ruin the property; if you do grant this lease we will not take it for less than 99 years, which reminds me of an old story, 'You will be damned if you do it, and you will be damned if you fail.' It is ruin either way, and so it is that some of these good men have been bulldozed in the interest which did not commend themselves to their judgment.

"Now, under these circumstances is the Legislature or Legislators here called upon to act and take the people out of the grasp of this terrific power? It is for you to say whether it is necessary to protect this property that the people of North Carolina own, and you are here to represent and protect, and I leave the matter and responsibility with you."

PRESIDENT ALEXANDER.

Col. Alexander, president of the North Carolina Railroad, followed Judge Avery in a strong defense of the action of ex-Governor Carr and the directory in leasing the road to the Southern. The points made by Judge Avery were carefully gone over and the position taken and argument presented were so clearly brought out, so far as this act was concerned, that, to unbiased minds, left no doubt as to their perfect right to lease the road in accordance with the terms in the contract.

NIGHT SESSION.

After a short recess, the hearing was resumed. Mr. James S. Manning, a director of the North Carolina Railroad, addressed the committee, arguing that the North Carolina Railroad Company had power to make a lease for ninety nine years, citing authorities to sustain his contention. He said that he could not see, if opponents of the lease were so certain of their position, what was to prevent them from going into the courts to invalidate it. Discussing the bill under consideration he said that its apparent purpose was to annul the lease by destroying the lessee. As a director of the road, he was willing to go before any tribunal and answer any question relating to the lease or the reasons for making it.

Mr. Manning presented to the committee a memorial, signed by the directors of the North Ca olina Railroad, addressed to the Legislature, asking that a committee be appointed to make a full investigation of the circumstances of the lease. He said that he could say something about the injury that would result to the State by giving the Seaboard Air Line control of the road. He had talked with many people in Durham in regard to he lease, and not one had expressed to him any dissatisfaction with either the lease or its terms. The people of Durham, he said, were familiar with a ninety-nine year lease, the Lynchburg and Durham Railroad having been leased to the Norfolk and Western Railroad for that term. He cited decisions of the courts to the effect that it is not uncommon to make leases for a term of nine hundred and ninety-nine years. Replying to a question by Mr. Day, he said that he did not believe the Supreme Court of North Carolina would reverse its own decision of twenty-five years standing affirming the power of the North Carolina Railroad Company to execute a lease. He did not regard the provision of the bill authorizing the Governor to bring suit to annul the lease at all necessary, but he would object to it as giving occasion for useless litigation. The price of North Carolina railroad stock, he said, had gone up since the lease was executed from 105 to 136.

Mr. Sutton interrupted Mr. Manning to ask, "If the price of stock went up to 135 under the seven per cent. lease, would it not go much higher under a ten per cent lease?" Mr. Manning replied that other conditions being equal it would The last point he made was that under the new lease the Southern Railway will pay thirty thousand dollars annually in taxes on the property besides the rental.

JUDGE BURWELL'S REMARKS.

Hon. A. Burwell, ex-Justice of the Supreme Court, spoke as a private stockholder and as a citizen of Charlotte, a city that owns $100,000 of the stock of the North Carolina Railroad and a large block of bonds of the Southern. He did not regard that the hearing was in any sense litigation. He advocated maintaining the present status of the North Carolina Railroad. He believed that to threaten or destroy the present status of the road would be injurious to the State. At present, the city of Charlotte enjoys the advantages of railroad competition. He asked the committee not to give dignity to any proposition to threaten that status. Raleigh also enjoys competition, but it is threatened by the bill. The bill that had passed the House the other day to prevent combinations to control competing or parallel lines, he said, would prohibit the Seaboard from acquiring control of the North Carolina Railroad. He declared that Hon. W. A. Smith, who was then its president, secured the road to the State by the lease of 1871. Under the new lease, at the expiration of eighteen years, when the construction bonds become due, the rental of the road will pay the interest on the entire State debt. Mr. Burwell was reminded of the adage, "a bird in the hand is worth two in the bush." He did not want the State to throw away its present contract for a proposition from something that is not a legal entity. He said the Seaboard only wanted to lease the road on condition that it should not be paralleled. This thing that is not a legal entity proposes to pay for something the Legislature cannot comply with. He protested that it would be most prejudicial to the Piedmont section to destroy the competition existing at present. He thought the bill would breed disturbance and trouble.

The power of the State to impose a license tax upon foreign corporations as a condition of doing business in the State was considered by Mr. Burwell. He declared that it was unconstitutional, and said that a foreign corporation could ignore the law and the Federal courts would sustain it. If the bill should become a law and the Southern Railway should obtain license, it could not be made to forfeit it by removing a suit to Federal Courts. He cited cases in support of both points. He did not see how lawyers in the Legislature could give countenance to an attempt to invalidate the lease, and held that there was no legal distinction between a lease for thirty years and a lease for ninety-nine years. He challenged anyone to find a single case in which the courts held otherwise. He submitted a brief containing the legal points of his address.

Speaking of the rights of the private stockholders as affected by the bill, Mr. Burwell said that it was in the power of any purchaser of the State's stock in the road to wreck it by loading it with a mortgage, causing the stockholders to lose their interest in the property. He quoted the Governor's message in regard to prohibiting a railroad company from acquiring control of parallel lines, and asked the Legislature to stand by that. He declared that he was not an attorney of the Southern Railway and never had been. He closed his remarks by declaring that it was dangerous to assail vested rights, and appealing to the Legislature not to open this Pandora's box of litigation.

BUCK KITCHIN MAKES FUN.

Hon. W. H. Kitchin appeared as a volunteer. He had no man's money in his pocket and none of his own. He had always denounced the lease. He made a rollicking speech that frequently convulsed the committee and spectators with laughter, denouncing the lease in a general way and making a promiscuous onslaught on corporations in general and the Southern Railway in particular.

BASE-BALL AND FOOT-BALL

TWENTY-FIVE THOUSAND DOLLARS TO BE EXPENDED FOR THE PURPOSE.

The Charlotte News Called Down by a Tribune Reporter.

Special to THE TRIBUNE.

Charlotte, N. C., Feb. 6.—The Four C.'s, which own and operate the city electric railway, is arranging for a half-mile race track to be graded at Latta Park, and opened early in the spring. Within the horse track there will be a cemented course for bicycles, and within this circle grounds for baseball and football. The whole outlay will be about $25,000.

Applicants for Federal positions are buttonholing friends for signatures to petitions. The latest seekers for the postmastership of Charlotte are two ladies.

A prominent politician, who wants to aid Major McKinley in making this "the best government the sun ever shone upon," approached a Prohibitionist this morning to get his signature on a petition.

The temperance gentleman adjusted his spectacles, spat upon a yellow dog that passed and said: "See here, if I sign that paper, it is only on condition that you keep whisky out of the cellar of the Government building." (TRIBUNE readers will not appreciate this demand without knowing the fact that under the postmastership of Arch Brady, now a fugitive from justice, that official had several kegs of whisky down in the basement of the postoffice which were tapped with avidity about primary election time, and which offense came near bouncing him from the postoffice.) The petition was signed.

Mr. John W. McCoy, who was killed by a blast on the pipe line of the new sewage on Thursday, was buried at Flint Hill this morning.

The following paragraph is from the editorial columns of yesterday evening's News:

"Messrs Clanton and Williamson have been granted seats in the Legislature to which they were not elected, contrary to law and right."

Mr. W Carey Dowd, the editor of the News, is now contesting Dr. J. B. Alexander's (Senator from Mecklenburg) seat. Dr. Alexander was returned as elected by the same judges who returned Reid and Ransom, Democrats, the last two of whom, the News claims, were, of course, fairly elected. "Tweedledee and tweedledum."

The Central at Charlotte.

All traveling men pronounce the Central Hotel at Charlotte the leading hotel of the State. Cuisine the finest and all the specialties of the season.

Scholars Wanted.

Desirous of being occupied, I would take charge of ten or twelve children at my residence. Best of care would be exercised in regard to their moral, mental and physical culture. Can prepare them for any ordinary business of life. Address,

W. T. WOMBLE,
636 East Hargett Street, Raleigh, N. C.

Do You Want Any Of These?

They are Specialties.

Pork and Beans with Tomato Sauce is something you haven't used.

Asparagus—Seal brand, and others.

Tomato Bouillon, in glass.

Evaporated California Fruit—the nicest line to be had.

Golden Gate Canned Goods. My stock is absolutely complete.

My own special importation of Java and Mocha Coffee in handsome package.

Welch's Grape Juice—something new—a non-alcoholic wine—for invalids.

The whole of The Tribune could be used to enumerate all the good things the store contains, for you know I am the leader in the grocery business.

THOMAS PESCUD

Public Printing.

Under section three of chapter twenty of the Public Laws of the State of North Carolina for 1895, the Joint Committee on Printing and Binding of the General Assembly of North Carolina, advertise for thirty days from date for proposals for the public printing and binding for the State, for two years from and including the first day of July, 1897, to and including the 30th day of June, 1899.

Printed forms of proposals for printing and binding, showing the class of work to be contracted for, &c., will be furnished free of charge upon application to the chairman of the Printing Committee.

The Printing Committee reserve the right to reject all bids, if they believe it to be to the interest of the State so to do.

This January 29th, 1897.

For the committee:

JOHN A. RAMSAY,
Chairman, &c.

JAMES H. CATHEY, Secretary.

Money to Loan

on Eight Years Time, secured by Mortgage on Real Estate. Monthly payment, savings investment stock for sale; also FULL PAID COUPON STOCK, with semi-annual cash dividends. Loans made promptly in any part of the State. Agents wanted. Address,

Mechanics and Investors Union,
22 Pullen Building, Raleigh, N. C.

Notice.

Notice is hereby given that application will be made to the General Assembly, session of 1897, for a charter to incorporate The Peoples' Mutual Benefit Association, of Raleigh, N. C.

Raleigh, N. C., Jan. 9, 1897,

W. H. & R. S. Tucker & Co.

EVERY PRICE, of ARTICLE, in DEPARTMENT, at TIME, the . . . LOWEST

Our Great Bargain SALE After Stock Taking.

We find after stock taking many broken lots—odds and ends of goods in every department—which must be closed out this week. We have collected a great many and have placed them near our Fayetteville street entrance, marked them in plain figures at prices so much reduced that you cannot resist buying, and we are sure that among the many lots here collected every one will find some of their necessities.

YOU WILL FIND

Colored Dress Goods, Hosiery,
Black Dress Goods, Underwear,
Silks, Feather Boas,
Velvets, Printed Cottons.

SALE

STARTS Monday, February 8. CLOSES Saturday, February 13.

W. H. & R. S. Tucker & Co.

Coal —AND— **Wood**

B. W. BAKER

Wholesale and Retail Dealer.

Best Wood and Coal in the Market.

Lowest prices.

Prompt delivery.

Telephone 140.

DO YOU WISH PEOPLE TO

FORM A GOOD IMPRESSION

Of your business methods? The correct way to do this is to have the NEATEST and MOST TASTY STATIONERY that can be secured.

The Tribune Company

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Job Department

Is prepared with the latest appliances and most skilled workmen to execute with promptness all orders for Printing entrusted to them.

Book Work, Letter Heads, Note Heads, Statements, Bill Heads, Cards, Envelopes; in fact, anything which any other first-class establishment can turn out, you can get from us.

Our prices will be O. K.

THE TRIBUNE PUBLISHING CO.

RALEIGH, N. C.

UP-TO-DATE PRINTERS.

A PROSPEROUS CITY

The Splendid Record of Wilmington as a Commercial Center.

SHE HAS VERY MANY ADVANTAGES

MANY STAUNCH REPUBLICANS WHO ARE DEEPLY INTERESTED

In The Tribune—A Great Cotton Market—Turpentine, Lumber and Logs Handled In Large Quantities—Her Oyster and Fish Industry.

Wilmington, N. C., Feb. 5.—A TRIBUNE representative visited the bright and interesting old city of Wilmington today, and found it to be one of the most substantial and thoroughgoing cities of the State. He found there many staunch and loyal Republicans who take a great deal of interest in THE TRIBUNE.

The city of Wilmington possesses many advantages over the majority of North Carolina cities. Situated in the southeastern part of North Carolina, on the Cape Fear river, 25 miles from its mouth, and at the confluence of its two branches, each of which extends 150 miles into the interior through a fine and productive country.

THE CHARACTER AND DI POSITION OF TI E PEOPLE

are of unusual excellence. They are as a rule kindly and hospitable, and offer to all comers a generous welcome. Free-hearted sympathy, and unstinted assistance will be the fortune of those who cast in their lot among them in the desire to better their own condition and to push the country forward to its full development. Churches of every denomination are plentiful and the people are generally regular attendants.

The public schools of Wilmington compare favorably with the best in any section, the teachers being thorough and proficient instructors, who know how to avail themselves of their superior knowledge.

FROM A COMMERCIAL STANDPOINT

Wilmington ranks as the seventh cotton port of the country, having steadily increased its handling of this staple for several years past. Its advantages as a port have had much to do with this, though no small credit is due to the enterprise and ability of its merchants. The cotton is shipped to all parts of Europe, as well as to northern cities, the latter being for consumption of the mills in that section of the country. That which is shipped to foreign ports is compressed, the service of four large compresses being required to accomplish proper handling of the entire export. The cotton for domestic points is shipped by rail and steamship, sometimes compressed and sometimes in original bales, but all that for export is compressed and shipped mainly in steamships carrying as high as 11,000 bales in one cargo.

In addition to the cotton trade, a large business is transacted in naval stores, this being one of the principal markets of the United States for that product. This is shipped to all Western and Northern points in the country, and a large quantity is also exported. There were 817,000 casks of spirits of turpentine handled here last year. A large lumber business is done in Wilmington and in the country tributary to it. Between 20,000,000 and 25,000,000 feet of hewn timber and logs were received here last year. There are several large lumber mills in the city, whose product goes by rail to many interior points, and by vessel to both foreign and domestic ports. A thriving trade is done in this commodity with the West Indies, whence we also import molasses, sugar, earthenware, etc. A considerable portion of the lumber going by rail is dressed, being used for interior work in dwellings and public buildings. During the past year 105 steamships and 209 sailing vessels cleared from this port, with an aggregate tonnage of 162,247 tons.

Recently a coal supply depot has been located at Southport, 20 miles from Wilmington, at the mouth of the river, where steamers may call for coal, as well as a supply had for those bound to or from this port. There is a depth of water on the bar of 22 feet, enabling a large class of vessels to come into the bay, and an average depth in the river of 18 feet, although vessels have come to the city with a draft of 19 feet on a high tide. The government is now engaged in dredging the river to a depth of 20 feet all the way to Wilmington.

TRANSPORTATION ADVANTAGES.

Wilmington has more than this, however. It has a direct line of steamers to New York, and it is the terminus of five separate railroads, the Carolina Central, under the control of the Seaboard Air Line, the Wilmington, Columbia and Augusta and the Wilmington and Weldon, under the control of the Atlantic Coast Line, the Cape Fear and Yadkin Valley, and the Wilmington, Newbern and Norfolk railroads. Besides these it has a railroad extending to the coast, which facilitates the handling of fish, oysters and other marine products, which are brought down the sounds in small craft. The roads enumerated give the city and the surrounding country speedy access to the entire State of South Carolina, to the greater part of Georgia, to the whole of North Carolina, and to Virginia. Further than this, quick transit for both passengers and freight is had to all northern and to all western and northwestern cities. With such advantages of transportation, the growth of Wilmington and the extension of its business is bound to continue increasing with great rapidity.

THE OYSTER AND FISH INDUSTRY.

This is a source of unending revenue. With waters teeming with fish, ponds full of oysters and clams, and an inexhaustible supply and unfailing demand, nothing need stand in the way of an industrious man who wishes to engage in this business. Over a half million pounds of fresh fish are shipped yearly, reaching nine different States. This does not include the shipments of fresh fish, (shad or mullet) and other fish which are barreled and salted.

POLAND.

STANDING COMMITTEES

Of the Senate and House of Representatives.

The following are the Standing Committees of the House of Representatives as revised up to date.

Education—Claude Dockery, chairman; S. A. White, McCrary, Cox, Young, Abernathy, King, White, of Randolph, Rountree, Whitener, Wrenn, Dixon of Cleveland, Nelson, Walters, Murphy.

Pensions—Mr. Crumpler, chairman; Barrow, Ward, Chilcutt, Roberts, Adams, McPheeters, Ransom.

Propositions and Grievances—Spencer Blackburn, chairman; Sutton, of New Hanover; Crews, Craven, Carter Crumpler, Cunningham, Lyle and Sutton, of Cumberland.

Insane Asylum—Sutton, of Cumberland, chairman; White, of Alamance, Alexander, Whitener, Parker, of Perquimans; Rountree, Pearson, Dixon, of Cleveland; Hartness.

Counties, Cities, Towns and Townships—D. B. Sutton, of New Hanover, chairman; Duncan, Peace, Freeman, Fagan, Ferrell, King, Maxton, Walters, Smith, Cathey, Roberts, Blackburn.

Institutions for Deaf and Dumb—Person, of Wayne, chairman; Abernathy, King, Hauser, Petree, Aiken, Green, Wrenn Nelson, Duffy, Bryan, of Edgecombe.

Immigration—White, of Alamance, chairman; White, of Bertie, Bryan, of Edgecombe, Allen, Hodges, Barrow, Harris of Hyde, Chapion, McPheeters, Harris of Hyde.

Privileges and Elections—Wm. Cook, chairman; Blackburn, Sutton, of New Hanover; Peace, Bryan, of Chatham; Brown, Person, of Wayne; Cunningham, Ferguson, Duffy, Creek, Person, of Wilson; Sutton, of Cumberland.

Judiciary—Col. V. S. Lusk, chairman; Sutton, of Cumberland; Cook, Young, Schulken, Price, Craven, Ferguson, Murphy, Chandler, Cunningham, McCrary, Blackburn, Duffy, Hartness, Chapin and Hare.

Banking and Currency—Bryan, of Chatham, chairman; Hauser, Crumpler, Ormsby, Cox, Adams, McKenzie.

Salaries and Fees—Dixon, of Green, chairman; Yarborough, Harris, of Hyde; Holmes, McCrary, Chandler, Elliott, Ensley, Parker, of Wayne; Hartness.

Finance—Johnson, chairman; Bryan, of Chatham; Whitener, Person, of Wayne; Alexander, Young, Aiken, Petree, Nelson, McKenzie, Brown, Peace, Pearson, Green.

Institution for the Blind—Mr. Craven, chairman; McBride, Terrell, Person, of Wilson; Young, Pool, Grubbs, James, McLelland.

Engrossed Bills—Pinnix, chairman; Chapin, Spruill, Arrington, Parker, of Perquimans, Holmes, Price, Carter, Ferguson, Leak.

Enrolled Bills—Hauser, chairman; Abernathy, Drew, Hare, McCrary, Dockery, Eddins, Bunch.

Corporations—Schulken, chairman; McBride, Brown, Alexander, Dockery, Bailey, Watters, Umstead.

Railroads and Railroad Commission—Brower, chairman; Blackburn, Dockery, Pinnix, Ferrell, White, of Randolph; Ward, Dixon, of Green; McKenzie, Smith, of Robeson.

Health—Mr. Alexander, chairman; Dixon, of Cleveland; Person, of Wayne; Person, of Wilson: Lyle, Freeman, McClelland, Sutton, of Cumberland; Fagan, Bobbitt, Spruill, Nelson, Crews.

Internal Improvements—Bryan, of Wilkes, chairman; Weymss, Aiken, Dancy, Reynolds, Morton, Ward, Brown, Reid, Wilson, Creech.

Penal Institutions—Parker, of Perquimans, chairman; Johnson, Carter, Abernathy, Roberts, Currie, Deweese, Dayton, Umstead, Conley, McKenzie, Arrington, Bryan, of Edgecombe, Hare.

Agriculture, Mechanics and Mining—E. A. Aiken, chairman; Rawls, Allen, Somers, Reynolds, Rountree, Purgason, Ferrell, Umstead, Cunningham, McLelland.

Insurance—White, of Randolph, chairman; Fagan, Price, Pool, Allen, Harris, Halifax, Cunningham, Lawhorn, Eddins.

Fish Interests—Hancock, chairman; Duncan, Bobbitt, Pool, Hodges, Alexander, Parker, of Perquimans; Harris, of Hyde, Elliott, Cox, Daniels, Fagan, Rountree, Chapman, Spruill, Drew, Hare, Burges, Gallop, Howe.

Federal Relations—Chapin, chairman; Deweese, Adams, Howe, Ward, Foster, Ferrell, Barrow, Creech, Jones.

Private Bills—Alexander; chairman; Hodges, Cooke, White, of Bertie; Person, of Wilson; Peace, Adams, Chapin, Crews, Holmes, Dixon, Duffy, Dockery, Lawhorn, McKenzie, Pinnix, Bryan, of Wilkes, Bailey, Pearson, Blackburn, Eddins, Arledge, Aiken, Platt.

Military Affairs—Cox, chairman; Chapin, Dancy, Ormsby, McBride, King, Price, Brown, Walters, Cunningham, Weymss.

Public Roads and Turnpikes—Ferrell, chairman; Reynolds, Craven, Carter, Dayton, Daniels, Deweese, Harris, of Halifax, Wilson, Watts, McPheeters.

Rules—Sutton, of Cumberland, chairman; Brown, Bryan, of Chatham, Schulken, Nelson.

Claims—Petree, chairman; Meares, Howe, Arledge, Bobbitt, Chapman, Foster, Purgason, Jones, Watts.

Senate Committees.

The following are the Standing Committees of he Senate as corrected up to date.

Judiciary—Geo, Smathers, chairman; Whedbee, Shore, Anderson, McCarthy, Ramsey, Hare, Clark, Butler, McCaskey, Maxwell, Mitchell, Justice, Abell, Barringer, Parker of Alamance; Ray, Scales, Anthony.

Finance—McCaskey, chairman; Sharpe, of Wilson; Parker, Alexander, McNeil, Grant, Mitchell, Yeager, Wakefield, Sharpe, of Iredell, Butler, Smathers, Justice, Abell, Barringer, Parker, of Alamance; Ray, Scales, Anthony, Atwater.

Agriculture—Parker, of Randolph, chairman; McNeil, Hardison, Hare, Merritt, Ashburn, Earnhart, Patterson, Cameron, Rollins, Hyatt, Justice, Abell, Barringer, Shore, Parker, of Alamance, Ray, Scales, Anthony, Patterson, Parker, Shore.

Education—H. L. Grant, chairman; Butler, Hare, Shore, Ramsey, Walker, McCarthy, Utley, Ashburn, Hardison, Anderson, McCaskey, Person, Justice, Abell, Barringer, Parker, of Alamance, Ray, Scales, Anthony, Anderson, Maxwell, Harp, of Iredell, McNeil.

Internal Improvements—Harp, chairman; Lyon, Ramsey, Wakefield, Dickson, Hyatt, Earley, Merritt, Anderson, Cameron, Justice, Abell, Barringer, Parker, of Alamance, Ray, Scales, Anthony.

Propositions and Grievances—Shaw, chairman; Ashburn, Dickson, Henderson, McNeil, Anderson, Atwater, Clark, Cannon, Alexander, Justice, Abell, Barringer, Parker, of Alamance, Ray, Scales, Anthony,

Corporations—Anderson, chairman; Maultsby, Rollins, Sharpe, McCarthy, Grant, Grant, Moye, Lyon, Butler, Earnhart, Clark, Justice, Abell, Barringer, Parker, of Alamance; Ray, Scales, Anthony, Whedbee, Yeager.

Penal Institutions—Rollins, Chairman; Cannon, Hyatt, Alexander, Sharp, Earnhart, McNeil, Hardison, Henderson Atwater, Whedbee, Utley, Justice, Abell, Barringer, Parker of Alamance, Ray, Scales, Anthony, Barker.

Railroads and Railroad Commission—Butler—Chairman, McCarthey, Shore, Maultsby, Sharp of Wilson, Ramsey, Clark, Walker, McCaskey, Maxwell, Justice, Abel, Barringer, Parker, of Alamance, Ray, Scales, Anthony, Person.

Privileges and Elections—Wakefield, Chairman; Whedbee, Earnhart, Smathers, Parker, McCarthey, Merritt, Person, Walker, Maultsby, Geddy, Justice, Abell, Barringer, Parker of Alamance, Ray, Scales, Anthony.

Engrossed Bills—McNeil, Chairman; Ashburn, Dickson, Maultsby, Sharp Yeager, Maxwell, Walker, Geddy, Utley, Parker, Justice, Abell Barringer, Parker, Ray, Scales Anthony.

Deaf, Dumb and Blind—Alexander, chairman; Maultsby, Person, Rollins, Sharpe, of Wilson, Shaw, Atwater, Earnhart, Mitchell, Cannon, Walker, Hardison, Utley, Whedbee, Yeager, Justice, Abell, Barringer, Parker, of Alamance; Ray, Scales, Anthony, Lyon, Shore.

Insurance—Jno. F. Newsome, chairman; Shaw, Smathers, Maxwell, Early, Whedbee, Wakefield, Parker, of Alamance, Ray. Scales, Anthony, Shore.

Fish and Fisheries—Hardison, chairman; Rollins, Geddy, McCarthy, McCaskey, Anderson, Maxwell, Yeager, Newsome, McNeil, Justice, Abell, Barringer, Parker, of Alamance, Ray, Scales, Anthony, Early.

Claims—Ramsey, chairman; Mitchell, Henderson, Robeson, Person, Patterson, Hyatt, Barker, Justice, Abell, Barringer, Parker, of Alamance, Ray, Scales, Anthony.

Salaries and Fees—McCarthy, chairman, Clark, Smathers, Mitchell, McNeil, Alexander, Dickson, Justice, Whedbee, Abell, Barringer, Parker, of Alamance; Ray, Scales, Anthony.

Public Health—Mr. Merritt, Chairman, Ramsey, Odom, Anderson, Alexander, Justice, Abel Barringer, Parker of Alamance, Ray, Scales, Anthony.

Banking and Currency—Mr. Moye Chairmar; Sharp, Butler, McNeil, Mitchell, Hyatt, Justice, Abell, Barringer, Parker of Alamance, Ray, Scales, Anthony.

Public Roads—Mr. Ashburn, Chairman; Hardison, Dickson, Newsom, Hyatt, Lyon, Maultsby, Early Henderson

A VERY SMALL SCALE

Were the Stock Transactions Yesterday.

HOPE IN THE BREASTS OF THE BULLS

AN UNEXPECTED INCREASE OF $8,747,900 IN LAONS.

Sugar Was Steady and the Bears Were Less Aggressive — Many Features of Improvement at the Close of the Week.

New York, Feb. 6.—The dealings at the Stock Exchange today were on a very small scale. The total sales of stocks for the two hours of business amounted to only 51,535 shares. There was no let up in the demand for railway and miscellaneous bonds, however, and the transactions in this department reached the heavy total of $1,137,000.

Stocks were rather weak at the opening on lower London cables and some foreign selling of St. Paul and Louisville & Nashville. A few of the prominent issues receded fractionally at this time, but before the expiration of the first hour of trading the market showed a tendency to improve. Sugar was decidedly steadier and the bears on the stock were less aggressive.

President Havemeyer's testimony before the Senate investigating committee was considered favorably by the bulls and induced covering of short contracts. The fact was brought out by the chairman of the committee that the company produced about three-fourths of the refined sugar in the country, and in 1895 had a debt of $2,500,000 and a reserve of $13,180,000. American spirits was more active, the common rising ⅛ and the preferred 1¼. Rumor that the movement to take the tax off alcohol used in the arts was again gaining strength, was the favorite bull argument.

In the railway group the Northern Pacific's were notably firm. The variations in the general railway list were insignificant, and the trading on an unusually small scale. Near the close the market was favorably influenced by the bank statement. This exhibit showed some wide changes. Loans were expanded $8,747,900; deposits increased $5,630,000, and cash on hand—specie and legal tenders—decreased $3,200,700. A decrease in circulation of $1,324,000 was also reported. The market in the closing dealings was firm in tone. Net changes show gains of ¼a½ per cent., the leading industrials. Bonds were strong. The sales footed up $1,137,000.

The New York Financier says this week: The statement of the clearing house banks of New York for the week ending February 6, was of an unusually favorable character, showing, as it did, an unexpected increase of $8,747,900 in loans, after several weeks' steady decrease in this item. On January 2 the loans of the New York banks were $491,375,300, which represented a gain of about $49,000,000 from the low point recorded November 7. The loan total, according to the current statement, is $497,513,600. The gain of $8,747,900 for the week, therefore, seems all the more surprising. The only reason for the gain seems to be the employment of the large volume of money being used in the reorganization and the transfers of several of the Northwestern and Pacific roads. These operations call for great sums of money, and New York offered the most advantageous market in this connection.

The other items in the statement reveal the effect of the heavy loan expansion. The banks increased their deposits $5,630,000, and decreased their cash holdings $3,200,700, making a total change in these two items of $8,830,000, which corresponds closely with the loan expansion. It is noticeable that the circulation of the banks shrunk last week $1,324,000, bringing the total circulation down to $16,787,000, a decrease of nearly or quite $4,000,000 since October. As this circulation has been retired largely within the past four weeks, the decrease in cash holdings may be due, in part, to the deposit of legals with the treasury to retire the bank notes. The receipts of currency for the past week have been small, and the decrease of $4,606,200 in the available cash held by the New York banks makes the question of rates for money an interesting one. It does not seem probable that the current decrease will have anything like a permanent influence on interest rates, the outcome depending largely on the disposition of the funds now withdrawn. The cash reserve of the banks is still $196,780,500, and the excess reserve $54,540,250, which does not indicate either a pressing demand for money or an incentive to higher rates.

MONEY MARKET.

New York, Feb. 6.—Money on call offered at 2 per cent. Prime mercantile paper 3 per cent. Bar silver 64¾. Sterling exchange steady, with actual business in bankers' bills at 4.84¾ for 60 days and 4.86¼a4.86½ for demand. Posted rates 4.85¼a4.87½. Commercial bills 4.83¼a4.84. Government bonds dull and easier. State bonds dull. Railroad bonds strong. Silver at the board neglected.

STOCKS.

American Cotton Oil	11½
pref'd	53
American Sugar Refinery	114½
pref'd	101¾
American Tobacco	72½
pref'd	101
Atchison	14⅛
B. & O.	15
Canadian Pacific	56
C. & O.	17¼
Chicago & Alton	164
C., B. & Q.	74½
Chicago Gas	77⅛
Delaware & Lackawana	152
D. and C. F.	—
Erie	14⅜
pref'd	35
General Electric	35½
Illinois Central	94½
L. E. & W.	16½
pref'd	66½
Lake Shore	152¼
L. & N.	50½
L., N. A. & C.	½
Manhattan Consolidated	89½
M. & C.	15
Michigan Central	90
Missouri Pacific	22
Mobile & Ohio	21
Nash. & Chat.	67½
U. S. Cordage	—
pref'd	—
N. J. Central	99
N. Y. Central	93
N. Y. & N. E.	37
N. & W. pref'd	17¼
Northern Pacific	15⅛
pref'd	38¼
N. W.	104
pref'd	153
Pacific Mail	25⅝
Reading	26¼
Rock Island	67¼
St. Paul	76
pref'd	132⅛
Silver Certificates	64⅜
Tenn. Coal & Iron	29⅝
pref'd	80
Texas Pacific	9¼
Union Pacific	7¼
Wabash	6¼
pref'd	15
Western Union	83
W. & L. E.	2⅝
pref'd	9⅝

BONDS.

Alabama, class A	105¼
B	104
C	98
La. B. 4's	95½
N. C. 4's	103
6's	122
Tenn. new set. 3's	79
Va. 6's, def.	5
Va. T. R. S.	6¼
Va. F. D.	62¼
U. S. 4's reg.	111½
coup.	112
2's	95½
So. Railway 5's	89⅜
con.	94
pref'd	28¾
S. C. 4½'s	106
U. S. new 4's, Dec.	122½
Coup.	122⅝

WEEKLY BANK STATEMENT.

New York, February 6.—The weekly statement of the associated banks shows the following changes:

Reserve, decrease	$4,068,200
Loans, increase	8,747,900
Specie, decrease	125,100
Legal tenders, decrease	3,075,600
Deposits, increase	5,630,00
Circulation, decrease	1,324,000

The banks now hold $54,467,050 in excess of the legal requirements.

CHICAGO PRODUCE MARKET.

Chicago, Ill., Feb. 6.—Leading futures ranged as follows:

	Opening.	Closing.
WHEAT—No. 2.		
February	73¾	75¼
May	75½a75¾	77
July	71½a71⅞	72⅞
CORN—		
February	22a22⅛	22½a22¼
May	24¼a24½	24¼a24⅜
July	25¼a25⅜	25⅜
OATS—		
February	15⅝	15⅝
May	17⅝a17¾	17¾
July	18⅜	18⅛a18⅜
MESS PORK—		
May	7.52½	7.65
July	7.77½	7.77½
LARD—		
May	3.75	3.80
July	3.82½	3.87½
SHORT RIBS—		
May	3.85	3.90
July	3.92½	4.00

Cash quotations were as follows:

Flour steady; hard spring wheat patents $4.14a4.40 in wood; soft wheat patents $3.09a4.10; hard wheat bakers' in sacks $2.75a3.25; soft wheat bakers $3.00a3.35. No. 2 spring wheat 73¾a76½; No. 2 red 84½a87½. No. 2 corn 22½a22½. No. 2 oats 16½. Mess pork $7.57½a7.60. Lard $3.67½a3.70. Short ribs $3.75a4.00. Dry salt shoulders $4.25a4.50. Short clear sides $4.12½a4.25. Whiskey $1.17.

NEW YORK COTTON MARKET.

New York, Feb. 6.—Cotton steady; middling 7 5-16; net receipts, 72 bales; gross receipts, 642 bales; exports to Great Britain, — bales; to the Continent, — bales; forwarded, 80 bales; sales, 416 bales; stock, 283,773 bales.

Total today—net receipts, 14,243 bales; exports to Great Britain, 7,696 bales; to France, — bales; to the Continent, 14,972 bales; stock, 993,183 bales.

Total since September 1—net receipts, 5,627,350 bales; exports to Great Britain, 2,365,738 bales; to France, 517,924 bales; to the Continent, 1,386,087 bales; to the Channel, 5,481; stock, none.

Cotton futures closed barely steady; sales 48,400 bales; February 6.97; March 6.98; April 7.05; May 7.12; June 7.16; July 7.21; August 7.21; September 6.89; October 6.76; November 6.78; December 6.72.

LIVERPOOL COTTON MARKET.

Liverpool, Feb. 6.—12:30 p. m.—Cotton quiet; American middling 3 31-32d; sales 6,000 bales; American 5,600 bales; speculation and export 500 bales; receipts 22,000 bales; American 15,500 bales.

Futures opened quiet, demand moderate; American middling, l. m. c.—February and March, 3.57; March and April, 3.58; April and May, 3.59; May and June 3.60a3.59; June and July, 3.60; July and August 3.60; August and September 3.58; November and December, 3.48. Futures quiet.

RALEIGH COTTON MARKET.

Raleigh, N. C., Feb. 6.

Strict good middling	7
Good middling	6¾
Strict middling	6¼
Middling	6⅛

Receipts on market yesterday — bales;

OTHER COTTON MARKETS.

New Orleans, La., Feb. 6.—Cotton futures closed quiet and steady; sales 24,200 bales; February, 6.74; March, 6.78; April, 6.84; May, 6.90; June, 6.95; July, 7.00; August, 6.87; September, 6.57; October, 6.48; November, 6.51.

February 6.

Galveston firm, 7 1-16, 4,049 bales.
Norfolk steady, 7, 1,687 bales.
Baltimore quiet, 7 5-16, — bales.
Boston steady, 7 5-16, 447 bales.
Wilmington firm, 6½, 117 bales.
Philadelphia quiet, 7 9-16, 10 bales.
Savannah steady, 6 13 16, 2,275 bales.
New Orleans quiet, 6 15-16, 3,294 bales.
Mobile quiet, 6 13-16, 885 bales.
Memphis steady, 6 15-16, 297 bales.
Augusta steady, 7⅛, 477 bales.
Charleston firm, 6 13-16, 1,377 bales.
Cincinnati quiet 7, 1,150 bales.
Louisville quiet, 7, —— bales.
St. Louis quiet, 7, 100 bales.
Houston steady, 7, 3,190 bales.

NEW YORK PRODUCE MARKET.

New York, Feb. 6.—Flour steady; winter wheat low grades $2.30a3.30; do fair to fancy $3.50a4.60; do patents $4.75a5.00; Minnesota clear $3.50a4.00; patent $4.10a4.85; low extras $2.30a3.30.

Wheat—spot market dull, firm; No. 2 red, f. o. b., 94⅞; ungraded red 75a95; No. 1 Northern —. Options opened weak and closed firm; No. 2 red, February 84⅛; March 85⅝; May 82⅝; June 82½; July 79½; September 77.

Corn—spots dull, firm; No. 2, 29½ in elevator; 30½ afloat; steamer mixed —; No. 3, —. Options were dull and fair at ¼a½c advance; February 29½; May 30⅞; July 31½.

Oats—spots dull; options dull, firm; February 22½; May 22½; July 23. Spot prices—No. 2, 22; No. 2 white 24; mixed western 20a24.

Hay quiet; shipping 55; good to choice 72½a77½.

Hides firm, moderate demand; wet salted Havana selected, 35a50 pounds, at 7½; Texas dry, 21a25 pounds, 12a13.

Wool firm, moderate demand; domestic fleece 16a23; pulled 18a31.

Beef firm; family $9.25a10.50; extra mess $7.00a8.00

Beef hams quiet at $17.50a18.00.

Tierced beef firm; city extra India mess $13.00a14.00.

Cut meats slow, steady; pickled bellies 4⅜; shoulders 4½a4¾; hams 8¼a9.

Lard quiet, weak; western steam $3.90; city $3.55; May $4.07½; refined dull; continent $4.25; South America $4.60; compound 4a4½.

Pork quiet, easy; new mess $8.00a8.75.

Butter—choice firm; State dairy 10a18; do creamery 14a20; Elgins 21a21½.

Eggs quiet; State and Pennsylvania 16a16½; ice house, per case $2.00a3.00; western fresh 15a15½; Southern 14½a15; limed 13a13½.

Cottonseed oil quiet, barely steady; crude 20; yellow prime 23.

Petroleum dull, refined New York 6.30; Philadelphia 6.15; do in bulk .65a3-70.

Rosin dull; strained, common to good $1.70.

CATTLE MARKET.

Union Stock Yards, Ill., Feb. 6.—Cattle—receipts, 400; market strong; common to extra steers $3.60a5.50; stockers' and feeders' $3.00a3.35; cows and bulls $1.80a3.75; calves $3.00a6.10; Texans $2.50a4.35.

Hogs—receipts 14,000; market firm; heavy packing and shipping lots $3.20a3.45; common to choice mixed $3.25a3.45; choice assorted $3.40a3.50; light $3.30a3.50; pigs $3.20a3.50.

Sheep—receipts 14,000; market firm; inferior to choice $2.50a4.00; lambs $3.50a5.00.

THE LEASE QUESTION.

Are the Private Stockholders to be Robbed by the Action of the Legislature.

Greensboro Record.

Some queer ideas get possession of people occasionally—not only queer, but often ridiculous.

It would be supposed, however, that our law-makers, our lawyers, etc., would be free from such things.

We are reminded of this by the bill introduced in the Legislature regarding the lease of the N. C. R. R. to the Southern.

By the terms of this bill every solitary private stockholder of the N. C. R. R. is placed in a position where he can—and no doubt will—be robbed.

It provides, if we do not err, for the sale of the State's interest—three-fourths of the stock. Suppose it should pass. The Southern would step in and buy it. If not, some other road would. What would be the result? The company buying it could, and no doubt would, run down its values to almost nothing, freezing out the private stock entirely.

We would then have the spectacle of the State robbing its own people instead of protecting them, for there are hundreds of them who tock stock believing that the State would protect them.

Now this is exactly what it amounts to, and nothing could so please the Southern as to have such a state of affairs brought about. It would be a cinch for them.

A number of papers are raising a big racket over this lease question, but we would like to see some valid reason given why it should be annulled. Only a few questions need be asked and answered.

1. Was the lease properly and legally made—did the directors have the power?

2. Was there bribery, coercion or any unlawful means employed in bringing about the lease?

It makes no difference whether the State is benefited or injured; if everything done has been legal and on the equal, that should end it, but as a matter of fact no business man of sound judgment will say that the State is injured; on the contrary it is an excellent bargain—7 per cent., with all taxes paid.

We fail to see anything in all this rumpus except an effort to make political capital.

Not a paper in the State has criticised the Southern Railway more harshly than *The Record*, but it has always been where they deserved it.

Where the company has earned praise, we have accorded it to them withot stint.

If the directors, etc., had no power to consummate the lease, annual it.

To say that they had the power but that their acquiescence was obtained by corrupt means is to say they are all a set of thieves.

No body of men stand higher than these gentlemen and it is folly to hint at such a thing.

But Russell wants to let the Southern know he is in the saddle and he is going to do it.

Old Clothing Made New.

D. W. C. HARRIS,

Steam Dyer and Pawn Broker.

We buy or loan money on Old Clothing, Watches, Pistols, Guns, Musical Instruments. Suits cleaned, 75c.; cleaned and dyed $1.50.

East Hargett Street, below Central Hotel, Raleigh, N. C.

School and College Text-Books

AT ONE-HALF PRICE.

All kinds of Books bought, sold and exchanged, especially School and Law Books.

We furnish them at prices lower than Northern houses, and in much less time.

Our's is the largest stock of Law and School Books, Stationery, School and General Office Supplies, and we occupy the largest and oldest book-store in the State.

N. C. Reports from $1.50 each up, in odd volumes of complete sets.

Give us a trial order, and list your books for sale or exchange.

Southern Law Book Exchange,
M. M. SMITH, Manager.
A. Williams' old stand, 119 Fayetteville St.

SOUTHERN RAILROAD.

(PIEDMONT AIR-LINE.)

Condensed Schedule.

In Effect June 14, 1896.

TRAINS LEAVE RALEIGH, DAILY:

"NORFOLK & CHATTANOOGA LIMITED."

3:40 p. m. daily—Solid vestibuled train with sleeper from Norfolk to Chattanooga, via Salisbury, Morganton, Asheville, Hot Springs and Knoxville.

Connects at Durham for Oxford, Clarksville and Keysville, except Sunday. At Greensboro with Washington and Southwestern Vestibuled (limited) train for all points north, and with main line train No. 12 for Danville, Richmond and intermediate stations; also has connection for Winston-Salem, and with main line train No. 35, "United States Fast Mail," for Charlotte, Spartanburg, Greenville, Atlanta and all points South; also Columbia, Augusta, Charleston, Savannah, Jacksonville, and all points in Florida. Sleeping car for Atlanta, Jacksonville, and at Charlotte with sleeping car for Augusta.

"CHATTANOOGA AND NORFOLK LIMITED."

11:45 a. m. daily—Solid train, consisting of Pullman sleeping cars and coaches from Chattanooga to Norfolk, arriving at Norfolk at 5:20 p. m., in time to connect with the Old Dominion, Merchants & Miners', Norfolk & Washington, and Baltimore, Chesapeake & Richmond Steamship Companies for all points north and east.

Connects at Selma for Fayetteville and intermediate stations on the Wilson & Fayetteville Short Cut daily; daily except Sunday for Newbern and Morehead City; daily for Goldsboro and Wilmington and intermediate stations on the Wilmington & Weldon Railroad.

EXPRESS TRAIN.

8:55 a. m. daily—Connects at Durham for Oxford, Keysville, Richmond; at Greensboro for Washingtsn and all points north.

EXPRESS TRAIN.

3:09 p. m. daily.—For Goldsboro and intermediate stations.

LOCAL.

2:00 a. m. daily—Connects at Greensboro for all points north and south and Winston-Salem and points on the Northwestern North Carolina Railroad; at Salisbury for all points in Western North Carolina, Knoxville, Tenn., Cincinnati and western points; at Charlotte for Spartanburg, Greenville, Athens, Atlanta and all points south.

TRAINS ARRIVE AT RALEIGH:

EXPRESS TRAIN.

3:09 p. m., daily—From Atlanta, Charlotte, Greensboro and all points south.

LOCAL.

7:10 a. m. daily—From Goldsboro and all points north and south. Sleeping car from Greensboro to Raleigh.

"NORFOLK AND CHATTANOOGA LIMITED."

3:40 p. m. daily—From all points east, Norfolk, Tarboro, Wilson and water lines.

From Goldsboro, Wilmington, Fayetteville, and all points in Eastern Carolina.

"CHATTANOOGA AND NORFOLK LIMITED."

1:40 a. m. daily—From New York, Washington, Lynchburg, Danville and Greensboro, Chattanooga, Knoxville, Hot Springs and Asheville.

LOCAL.

9:00 p. m. daily, except Sunday—From Goldsboro and all points east.

EXPRESS TRAIN.

8:55 a. m. daily—From Goldsboro.

BOOKS! BOOKS! BOOKS!

—AT—

ALFRED WILLIAMS & CO.'S,

BOOKSELLERS AND STATIONERS

RALEIGH, N. C.

Send us your orders for anything you need in our line. The Oldest Book House in the State Largest Stock in the State. Lowest Prices in the State.

☞Prompt attention always.

Alfred Williams & Co.

THE CENTRAL HOTEL,

Corner Wilmington and Hargett Streets, half block from Fayetteville Street, one block south of Capitol Square.

RALEIGH, N. C.,

Has Been Thoroughly Cleaned

Newly Furnished,

And now offers to both Transient and Regular Boarders first-class fare at moderate prices.

A. J. JONES, Manager.

WE SHALL

Have no need of the Chinaman in the future if every American laundryman will supply the proper kind of work.

We can launder your linen much better, much whiter (without the use of chemicals), finish them in much finer style, and we won't charge you any more, and we won't send them home minus the buttons, either.

Prompt Delivery. Drop a Postal for our Wagon.

OAK CITY STEAM LAUNDRY,

216 Fayetteville St., Raleigh, N. C. PAGE & MARSHALL, Proprietors.

C. F. & Y. V. RAILROAD.

JOHN GILL, Receiver.

CONDENSED SCHEDULE.

In Effect December 20, 1896.

NORTH BOUND.

	No. 2, Daily.
Lv. Wilmington	7:50 a m
Ar. Fayetteville	11:00 a m
Lv. Fayetteville	11:21 a m
Lv. Fayetteville Junction	11:27 a m
Lv. Sanford	1:00 p m
Lv. Climax	2:55 p m
Ar. Greensboro	3:25 p m
Lv. Greensboro	3:35 p m
Lv. Stokesdale	4:23 p m
Lv. Walnut Cove	4:55 p m
Lv. Rural Hall	5:26 p m
Ar. Mt. Airy	6:56 p m

SOUTH BOUND.

	No. 1, Daily.
Lv. Mt. Airy	8:40 a m
Lv. Rural Hall	10:04 a m
Lv. Walnut Cove	10:32 a m
Lv. Stokesdale	11:07 a m
Ar. Greensboro	11:55 a m
Lv. Greensboro	12:15 p m
Lv. Climax	12:43 p m
Lv. Sanford	2:55 p m
Ar. Fayetteville Junction	4:12 p m
Ar. Fayetteville	4:18 p m
Lv. Fayetteville	4:35 p m
Ar. Wilmington	7:45 p m

NORTH BOUND.

	No. 4, Daily.
Lv. Bennettsville	8:30 a m
Ar. Maxton	9:40 a m
Lv. Maxton	9:50 a m
Lv. Red Springs	10:18 a m
Lv. Hope Mills	11:01 a m
Ar. Fayetteville	11:19 a m

SOUTH BOUND.

	No. 3, Daily.
Lv. Fayetteville	4:28 p m
Lv. Hope Mills	4:49 p m
Lv. Red Springs	5:36 p m
Ar. Maxton	6:09 p m
Lv. Maxton	6:17 p m
Ar. Bennettsville	7:25 p m

NORTH BOUND.

	No. 16, Mixed. Daily, ex. Sun.
Lv. Ramseur	6:45 a m
Lv. Climax	8:35 a m
Ar. Greensboro	9:20 a m
Lv. Greensboro	9:35 a m
Lv. Stokesdale	11:07 a m
Ar. Madison	11:55 a m

SOUTH BOUND.

	No. 15, Mixed. Daily, ex. Sun.
Lv. Madison	12:30 p m
Lv. Stokesdale	1.28 p m
Lv. Greensboro	2:40 p m
Lv. Greensboro	3:25 p m
Lv. Climax	4:20 p m
Ar. Ramseur	6:05 p m

NORTH BOUND CONNECTIONS.

At Fayetteville, with Atlantic Coast Line for all points north and east; at Sanford, with the Seaboard Air-Line; at Greensboro, with the Southern Railway Company; at Walnut Cove, with the Norfolk & Western Railroad for Winston-Salem.

SOUTH BOUND CONNECTIONS.

At Walnut Cove with the Norfolk & Western Railroad for Roanoke and points north and east; at Greensboro, with the Southern Railway Company for Raleigh, Richmond and all points north and east; at Fayetteville with the Atlantic Coast Line for all points south; at Maxton, with the Seaboard Air-Line for Charlotte, Atlanta and all points south and southwest.

J. W. FRY, Gen. Mgr. W. E. KYLE, Gen. Pass Agt.

S. A. L.

Vestibuled Limited Trains.

DOUBLE DAILY SERVICE.

SHORTEST AND QUICKEST ROUTE TO ATLANTA, NEW ORLEANS, NORFOLK, RICHMOND, WASHINGTON, BALTIMORE, PHILADELPHIA, BOSTON, NEW YORK.

Schedule in Effect November 1st, 1896.

TRAINS LEAVE RALEIGH:

1:26 A. M. DAILY.

"Atlanta Special" Pullman Vestibule for Henderson, Weldon, Petersburg, Richmond, Washington, Baltimore, Philadelphia, New York and all points north. Buffet drawing-room sleepers and Pullman coaches Atlanta to Washington, parlor cars Washington to New York Pullman sleeping car Monroe to Portsmouth. Arrives at Washington 10:45 a. m., Baltimore 12 noon, Philadelphia 2:20 p. m., New York 4:53 p. m. Also for Portsmouth, Norfolk, Old Point and local stations Seaboard & Roanoke Railroad.

11:31 A. M. DAILY.

For Henderson, Weldon, Suffolk, Portsmouth, Norfolk and intermediate stations, connects at Portsmouth with Bay Line for Old Point and Baltimore; with Norfolk and Washington Steamboat Company for Washington; with N. Y. P. & N. Railroad for Philadelphia and points north; also at Weldon with Atlantic Coast line for Richmond, Washington, Baltimore, Philadelphia and New York, and with Scotland Neck Branch for Greenville, Washington and Tarmouth.

Pullman sleeping car Atlanta to Portsmouth.

6:00 P. M. DAILY.

"Atlanta Special" Pullman Vestibule for Southern Pines, Hamlet, Wilmington, Monroe, Charlotte, Lincolnton, Shelby, Chester, Clinton, Greenwood, Abbeville, Athens, Atlanta, Augusta, Columbia, Macon, Montgomery, Mobile, New Orleans, Chattanooga, Nashville, Memphis and all points south and southwest; through Pullman Buffet sleepers and day coaches Washington and Atlanta, connecting directly at Union depot, Atlanta, with diverging lines; also Pullman sleeping car Portsmouth to Monroe.

3:40 P. M. DAILY.

For Wilmington, Charlotte, Chester, Greenwood, Athens, Atlanta and all intermediate stations. Connects at Union station, Atlanta, with diverging lines. Pullman sleeping car Portsmouth to Atlanta.

TRAINS ARRIVE AT RALEIGH:

3:40 P. M. DAILY.

From Norfolk, Portsmouth and points north via Bay Line and N. Y. P. & N. Railroad, Petersburg Richmond and Washington, Baltimore, Philadelphia, New York and Boston; also from Greenville, Plymouth, Washington, N. C., and Eastern Carolina points via Weldon.

1:21 A. M. DAILY.

"Atlanta Special" Pullman Vestibule from Atlanta and points south, Athens, Abbeville, Greenwood and Chester.

11:26 A. M. DAILY.

From Charlotte, Athens, Atlanta and intermediate stations.

5:55 A. M. DAILY.

"Atlanta Special" from Norfolk, Portsmouth, Henderson, Weldon, Richmond, Washington, Baltimore, Philadelphia, New York and the east.

Magnificent Pullman vestibuled trains. No extra fare.

Apply to ticket agent, or to

H. S. LEARD, Sol. Pass. Agt., Raleigh, N. C.
E. ST. JOHN, Vice-Pres. and Gen. Mgr.
H. W. B. GLOVER, Traffic Manager.
T. J. ANDERSON, Gen. Pass. Agent.
V. E. McBEE, General Superintendent.

THE DAILY TRIBUNE.

SUNDAY, FEBRUARY 7, 1897.

THE WEATHER.

Forecast for Raleigh and Vicinity.

Fair tonight and Sunday; cooler.

Forecast for North Carolina.

Probably fair Sunday; colder Sunday morning. Severe gales on the coast today and tonight.

Weather Conditions.

The storm has advanced rapidly from the Mississippi valley to North Caroline, causing heavy rain in the East from Florida to Virginia. The largest amounts were 3 10 inches at Tampa, 3 24 at Augusta and 2.10 at Charlotte. The storm spreads out northwestward toward the lake region, and is advancing into the high area over New England. The barometer is low also in the extreme West. Clearing weather prevails in the South.

C. F. VON HERRMANN,
Section Director.

Personal.

Hon. Thos. F. Kluttz is at the Park.

Miss Nola Uzzell has returned to Raleigh.

Mr. F. L. Fuller, of Charlotte, is in the city.

Mr. John P. Allison, of Concord, is in town.

Senator Grant is spending Sunday in Goldsboro.

Mr. Hugh MacRae, of Wilmington, is at the Park.

Hon. Lee S. Overman, of Salisbury, is in Raleigh.

Mr. G. W. Hinshaw, of Winston, arrived yesterday.

Mr. T. E Battley, of Cameron, N. C, is at the Park.

Mr. John R. Smith is spending Sunday in Goldsboro.

Representative Murphy spends his Sunday in Salisbury.

Representative Bryan, of Chatham, went home yesterday.

Representative Duncan, of Carteret, left for home yesterday.

Miss Olivia Barkley has improved enough to sit up some.

The County Commissioners meet to hear some complaints next Tuesday.

Mr. H. C. Kinsey, representing R M. Sutton & Co., of Baltimore, is in the city.

Mr. Carey Rogers and Mr. John Dockery, of Wake Forest, were in town Saturday.

Miss Lucy McAden, of McAdensville, is visiting Mrs. Lottie McAden on Blount street.

Capt. V. E McBee, General Superintendent of the S. A. L., came in on his private car yesterday.

Mr. Ralph Andrews, who has been confined to his room for several weeks, is able to be out again.

Mr. M. A. Hanna, of Baltimore, representing the Harvey Drug Company, was in Raleigh yesterday.

Mr. S. M. Holton, who has been here a few days on private business, returned to Durham yesterday.

Another "baby" marriage license was issued yesterday. The parties were Jonas Hinton and Cora Holden.

Mr. H. A. Williams, of Durham, Master of Trains for the Southern Railway, was in Raleigh Saturday.

Mr. Octavius Coke left the city yesterday for Newbern on business connected with Bryan's new book, which he is selling.

Prof. W. F. Massey was exhibiting on the street this morning a basket of fine tomatoes. They were raised in the greenhouse at the A & M. College.

A deputy from Anson county yesterday carried Joe Bogan to Wadesboro to answer a charge of disorderly conduct there. Joe has just finished a term on the roads in this county for a trivial offense.

There are ten prisoners in the jail now: seven whites, two colored men and one negress. Four of the whites are Federal prisoners. Moore is also confined here for murder committed last summer. He is waiting the decision on his appeal to the Supreme Court.

Superintendent M. C. S. Noble returned to Wilmington yesterday. He spoke of the bill providing for district supervision of the schools as impracticable as well as expensive. No man can supervise the schools of two or three counties with any degree of efficiency.

Chairman Manly left yesterday for Newbern to visit his mother. Mr Manly says that the Democratic members of the Legislature will take no stand on the lease question as a party. He thinks it should and will be considered as a business proposition without any regard to politics.

Among the arrivals at the Park yesterday were Messrs. T. H. White of Baltimore; T. F. Willson of Portsmouth, Va.; G. C. Atkinson of Atlanta; W. H Kidd, of Frankfort, Ky.; R B. Hall of Atlanta; Arthur L. Jones of Charlestor, S. C.; H. D. Bagley of Baltimore; A W. Hawkins, J. S. Scott and E M Chamberlain of Richmond.

About a Horse.

A little fracas occurred between two gentlemen on Wilmington street yesterday over a transaction about a horse The case will come up before the Mayor Monday. The aggressive party told Mayor Russ yesterday that he would submit if a warrant was issued against him.

Reducing Circulation.

New York, Feb. 6.—The National banks in New York are reducing their circulation. One reason for this course is the prospect of a long period of easy money and another is the high prices at which government bonds are ruling.

Sorry the Duke Has Influenza.

Gotha, Feb. 6.—The Duke of Saxe-coburg and (Duke of Edingburgh) has been suffering for several days with a severe attack of influenza, but is now somewhat better.

Dughi has just received a lot of lemons specially for la grippe. Call on him for them.

CHURCH SERVICES TODAY.

A Cordial Invitation Extended You —Don't Fail to Attend.

At the Christian Church Rev. J. L. Foster will preach in the morning and Rev. P. H. Fleming, of Burlington, N. C., will occupy the pulpit at night.

At the Raleigh Baptist Tabernacle, corner of Person and Hargett streets, Dr. A. M. Simms will today begin a series of morning sermons on "The Kingdom of Heaven." In the evening his subject will be "The Greatest Fact in Human Experience." N. B. Broughton is superintendent of the Sunday School.

Bishop Joseph Blount Cheshire will conduct the services at Christ Church, corner of Wilmington and Edenton streets, this morning. No evening service.

Dr. J. W. Carter, the pastor, will preach both in the morning and evening at the First Baptist Church, corner Salisbury and Edenton streets. S. W. Brewer, Superintendent of the Sunday School.

Dr. W. C. Norman will occupy his pulpit at the Edenton Street Methodist Episcopal Church in both services today. W. J. Young is Superintendent of the Sunday School

At the Presbyterian Church the pastor. Dr. Eugene Daniel, will preach in the morning and evening. Superintendent of Sunday School, H. W. Jackson.

Rev. E. M. Glenn, the pastor, will occupy the pulpit of the Central Methodist Episcopal Church, on Person street, today. His subject in the morning will be "Life Through Death."

The services at the Church of the Good Shepherd will be conducted by the rector, Rev. I. McK Pittinger.

THEY HAVE ARRIVED.

The Flora Staniford Company in Town.

Tomorrow evening at the Metropolitan Opera House will be inaugurated a week of repertoire, the like of which the Raleigh people have never seen before. Miss Staniford has gotten together a company of exceptional merit, and the leading southern papers pronounce the company to be one of strongest ever in the south. The opening bill tomorrow night will be "A Soldier's Sweetheart," a piece written by Miss Staniford herself, and in which each and every member of the company have splendid opportunities to display their ability.

MISS EMMA MYRKLE.

The following extracts from the leading southern papers speak for themselves:

Atlanta Constitution—Better than the majority of one dollar attractions that visit Atlanta.

Augusta Chronicle—Undoubtedly the strongest and best popular priced attraction in the south.

Columbia State—Scored an instantaneous hit. A most excellent organization.

Charleston News and Courier—By far the best ever in Charleston.

New Pharmacists.

At a meeting of the North Carolina Board of Pharmacy recently held in this city the following named gentlemen were successful in passing the examinations:

John A. Mitchener, Raleigh; Robert P. Hackney, Durham; A Brantley York, Mebane; Alexander McGeachy, Fayetteville; Wm. E. Gwaltney, Wake Forest; J. A. MacKethan, Fayetteville; Caleb H. Richmond, Reidsville; J. Fulton Cole, Carthage.

At the Y. M. C. A. Rooms.

Senator Charles Utley will speak this afternoon at 4 o'clock in the Y. M. C. A. rooms. All men are urged to attend, as Mr. Utley is one of the foremost speakers in the State.

ANOTHER BUILDING

And Loan Association In a Receiver's Hands.

Atlanta, Ga., Feb. 6.—The Metual Building and Loan Association was placed in the hands of Judge Jas. A. Anderson today as temporary receiver. The receiver was appointed by Judge John H. Candlis on the application of certain shareholders who state that the association is insolvent and unable to meet current withdrawals of the stock. The funds of the association are said to be small. It is stated in the petition that the recent decision of Judges in Tennessee and the receiverships of similar associations in that State have weakened considerable in the Southern Mutual, hence its insolvency. The association has $1,250,000 loans and real estate. The loans are all protected, but it will be a long time before some of them mature and in the meantime the suits will eat largely into the revenues.

U. S. Court.

Richmond, Va., Feb. 6.—The United States Circuit Court of Appeals was engaged today in hearing a continuation of argument on case No. 204, the Liberty Perpetual Building and Loan Company, appellants, vs. the M. A. Furbush & Son Machine Company and C. A. Furbush, surviving partner of M. A. Furbush & Son, appellees; appeal from Circuit Court, Western District of Virginia. Case submitted.

The case of the tug Hercules v. Schooner Robert Morgan, from the District Court of Norfolk, comes up Monday morning.

Denton's is the most popular place in the city because he keeps the best in the saloon and restaurant lines, coupled with polite employes and proper treatment.

Oranges 10, 15 and 20c. per dozen at Dughi's.

Anniversary at Wake Forest.

The sixty-second anniversary of the two literary societies of Wake Forest College will be celebrated at the college on next Friday. In the afternoon a debate will be held by two representatives of each society. The debaters are chosen several months before hand and the most careful preparation is given the query selected for discussion.

In the evening two representatives from the senior class deliver orations

These anniversaries have, in the past, been greatly enjoyed. The anniversary this year promises to be especially successful. Many members of the Legislature expect to attend.

On Friday, in addition to the mail leaving Raleigh at 11 26 a. m., a special train will be run, leaving here at 5 p. m., and returning at 11 p. m.

Mr. Strong, of Pittsboro, Dead.

News has been received here of the death of Mr. W. N. Strong, of Pittsboro, which occurred last Thursday at 5 a. m. at his late home. The remains were interred in Pittsboro cemetery at one o'clock yesterday.

The deceased was quite prominent in his county, and was at the time of his death public administrator and also a magistrate. He was about forty five years of age and was a consistent member of the Baptist Church. He leaves a wife and seven children.

Local News.

The gentlemen who sat in judgment on the speeches delivered by students of the Agricultural and Mechanical College Friday night were Dr. B F. Dixon, State Senator S. F. Shore and Mr. J. G. Watson.

In explaining his vote on the Edgecombe county road tax bill, Mr. Shore of Yadkin, said that he could not vote to discriminate against country people in favor of town.

Monroe Johnson Must Hang.

Mr. Walter Henry yesterday asked Governor Russell for a respite of thirty days for Monroe Johnson, who is sentenced to hang in Charlotte tomorrow. The Governor refused to grant the respite. This was Johnson's last card, and now his doom is sealed.

Bananas 15, 20 and 25c. per dozen at Dughi's.

Denton sells the best whiskey in the city for 10c. per drink.

Metropolitan Opera House.

One full week, commencing

MONDAY, FEBRUARY 8th,

The Flora Staniford Co.

in high class repertoire, opening Monday night in

A Soldier's Sweetheart.

Popular Prices, 10, 20, 30.

Populist Caucus.

A caucus of the Butler faction was held last night. Only twenty-two, by actual count, were present at any time during the session, including Mr. Otho Wilson and Mr. Byrd. Mr. Byrd always attends because often it is necessary to have him chirp for them, so as to protract the meeting to an orthodox Populist length. The caucus was entirely without purpose; of course nothing of the slightest importance could be considered while Senator Butler is absent, for it is a fact—and a humiliating one it would be to a less ring-ridden crowd—that not a single question of party policy or a resolution of the least moment has passed this caucus when the Senator was not in the city. However, in order to satisfy his faithful ones, the Senator told them one thing which they might do, and so they gather obediently nearly every night and try to find comfort in piously doing the only thing that is not forbidden them—namely, reaffirming what has been previously done.

Will Shut Down.

New Haven, Conn., Feb. 6.—It was announced today that the G. F. Warner Manufactory of this city would shut down on Monday indefinitely. The firm employs about 100 hands. The company has one of the largest founderies in the State. The managers state that the general business depression is responsible for the shut down.

Dughi's restaurant is open from 6 in the morning until 2 at night.

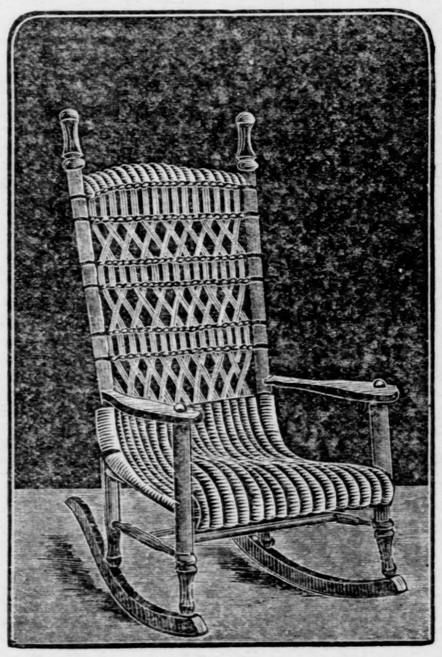
Great Gewhilikens!

Have you seen those prices and the goods the Lyon Racket Store has in its window? Why they are giving away hardware. It can't be bought for what they sell it for, but still it goes for a mere sum. Why? Because they pay cash for what they buy, and sell it for the same thing—CASH; and do not have to add an extra profit to make up for bad debts. Our space is small; our profits are the same. We do not wish our customers to pay for big advertisements. Come and see us. We carry various different lines, and they must sell. Our stock is composed of

HARDWARE,
TINWARE,
GLASSWARE,
STOVEWARE,
DRY GOODS, NOTIONS,
SHOES and BOOTS,
STATIONERY,
MILLINERY,
CLOAKS and CAPES.

In other words, anything you can call for, and if it is not in stock when you call for it, will be in five days afterwards Come to see us, as we wish to show you our stock.

Yours to please.
LYON RACKET STORE,
16 East Martin St., Raleigh.



Thomas & Campbell's

SPECIAL BARGAIN SALE. : :

All Rockers Now at COST!

We have about one hundred left over from our holiday trade that must be closed out at once.

Our line of chamber suits are the finest ever shown here. All marked at hard times prices.

In our line of dining-room furniture we have made special reduction. On sideboards—A beautiful sideboard now for fifteen dollars, former price twenty-two dollars.

We have also made a sweeping reduction in all pieces of furniture, such as china closets, book cases, secretaries, ward robes, ladies' desks, etc., etc.

We have just received one hundred rolls of new Japanese Matting, which we will sell very cheap until we get our regular spring stock.

We are receiving our first carload of infant's carriages, which are undoubtedly the most beautiful ever shown in this city.

Be sure to see us before buying anything in our line.
Yours truly,

THOMAS & CAMPBELL

Nos. 9 and 12 E. Martin St. 'Phone 261 C.

Leading Furniture Dealers of Raleigh, N. C.

Members OF THE Legislature . . . . . Have to Eat!

Why not eat where you can get

THE BEST?

Everything the Market Affords

at any hour of the 24.

BEST OF

WINES, LIQUORS and CIGARS.

McCLURE & HALES'

Bonanza Saloon,

222 FAYETTEVILLE ST.

Apples

A carload of best varieties Western New York Apples just received and for sale low by the barrel or load.

POTATOES!

A carload of the nicest Michigan White Potatoes at 60c. per bushel. One cent per pound by the bag of 3 bushels.

COAL

From the best mines in America continues to come in and go out "Like Hot Cakes."

WOOD

Cut any length and promptly delivered.

Corn, Oats, Bran.

Hay! Hay!! Five carloads of fine quality of Prime Timothy and choice mixed at rock bottom prices.

JONES & POWELL

RALEIGH, N. C.

A Money Saving Pointer for You

Tables laden with bargains.

If one price don't sell, another will.

Random shots have split our price tags in two. All remnants and odd lots accumulated during recent sales, and thrown out during inventory, to be cleared, cost not considered. Every yard of these short lengths guaranteed in every way.

Goods willingly exchanged or money refunded if purchaser is not satisfied.

Shoe buyers crowded the store yesterday, calling for "them cheap shoes" They advertise us by showing what they got, telling what they saw, and animating others with an equal desire to be as fortunate. They can be found on the Bargain Table in the Shoe department.

Embroideries.

Seldom, if ever, has such an unexampled sale of Embroideries taken place. Embracing the highest attainable excellence in novelty designs, superb fineness of stitch and super-excellence of cloth, representing without flaw the consummate skill and originality of St. Gall's master workmanship.

15c. Embroideries ..... 5c.
20c. " ..... 7½c.
25c. " ..... 10c.

Last Shot at Negligee Shirts.

75c. Negligee Shirts, laundered ..... 29c.
$1.00 " " " ..... 50c.

Men's Wool Underwear.

Remnants of stock "as are" ribbed and plain knit, and the best bargain yet offered. 75c. and $1 value, now ..... 39c.

Few Pairs Left

Ladies' Wool Shirts and Pants ..... 39c.

7 dozen Chemisettes, in colors, cardinal, canary, nile, and white, were 50c., during this sale ..... 10c.

Ladies' All Linen Cuffs.

25c. quality for .....

Ladies' Embroidered Handkerchiefs.

Mourning only, worth 50c., reduced to .....

Kid Gloves.

Another lot, the last to be had this season, price .....

Umbrellas.

Job, from the manufacturers. Special prices, $1.00, $1.50 and $2.00. Worth double in a regular way.

Hosiery.

Best yet. Full line of regular seamless, full length, ribbed black Hose to 9½ .....

Shirt Waists.

Sample line, worth $1.00 and $1.25 to be squandered at .....

Lots and cords of articles too numerous to mention are thrown out of sight and go at most any price.

Sherwood Higgs & Co.

SUCCESSORS TO C. A. SHERWOOD & Co.

I sell the finest Oysters sold in the city at 35 cents per quart. Receive them Mondays, Wednesdays and Fridays. Try them.

Have received some new Bermuda Irish Potatoes, also a lot of those famous Virginia Hams.

Next week I will have plenty of New Tomatoes.

If you want anything at all your grocer fails to supply you with, come to see me. I can and will get it for you.

M. ROSENTHAL,

GROCER,

136 Favetteville Street.

Wines and Liquors for family use. None drank on premises.

It's Simple Subtraction!

Figures and facts. A short story and a long stock is better than a long story and a short stock. The facts are, these reductions are made on our regular stock; nobody else's. The figures on the tickets are original ones—unchanged—unaltered.

The Cream of the Season's Product.

The stylish, perfect fitting Suits and Overcoats, also the entire line of Underwear, are at your disposal during the month of February at 15 per cent. cash discount.

Pants Prices Paralyzed.

Not a few picked out pairs, but the entire stock of separate Pants is offered for your choice at 15 per cent. discount.

Figures for Your Head.

$4 Derbies at $3; $3 Derbies at $2. American make.

FOR THE BOYS.

About 10 all wool Flannel Waists, sizes 4 to 15 years, worth $1, $1.25 to $1.50, sell now for 58 cents for your choice.

All the Boys' Long and Short Pants Suits at 15 per cent. discount.

Dress Suits and Dress Fixings.

No house in the country better prepared to fit a man for a dress occasion than you can be fitted from our complete line of Dress Suits and all its belongings. Perfect in style and fit and half the tailor's prices. See the new weaves.

S. & D. BERWANGER,

One-Price Clothiers.